1882
&
1886

DESPATCH BOOK

No. 2

FIC ARCHIVES
STANLEY
TO LONDON
No 334 to No 447
1 May 1882
to 2 June 1886

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334.

Memphis. 1st May. 72.

Sir,

Since closing my despatch I have seen Capt. Slaf, who although he has no letter from his owners, tells me that he thinks from what Captain Heggum says that Messrs Marshall will either fit the Sussex out or sell her to some one who would buy her in partnership with Captain Heggum. The only chance of securing this valuable vessel appears to me to act promptly, before the arrival of this mail, and I therefore add to my telegram "Endeavour buy Sussex". Should you do so Company would have a good hold over the coasting of steam coals, which they otherwise could find no employment for. When I able to deal with Captain Slaf I would give for the Sussex £1500 or even more. Should she not be fitted out I hope I may assume that we should do the business.

2. The Memphis has coals in the Atlantic for 600.

I am, Sir,

Your obedient servant

Edward Lowe.

Manager.

V
350
1

Imperial German Consulate,
Port Stanley, 8th May, 1884

Sir,

I have the honour to forward Enclosed:-

1. The certificate of the schooner Simrad of Hamburg, which, having been sold, is no longer under the German flag.

2. The Muster roll of same, dated 31st May, 1880, with which is incorporated the agreement for a sealing-cruize.

I have to advise you that the master, F. Meins, who was formerly mate of the schooner did not obtain his discharge from the latter capacity from the previous master, so that the proper entry has not been made in his seamans' book.

I have the honour to be,
Sir,
your obedient Servant
Theo. Eloo.
Impl. German Consul.

Captain Otten,
Warrenshout,
Hamburg.

V
146

Consulate of the
German Empire.
Port Stanley 23rd May,
1882.

Sir.

I have the honour to
acknowledge receipt of your
Highness's communication of 7th
November 1881, ($\frac{II. 32580}{29084}$)
informing me that the sum of £17.17/.
liquidated by me in obtaining
information with regard to the case
of the G. F. Haendel would not
be refunded.

2. On the 19th January
last I forwarded a shipping report
and statement of fees for 1881;

His Highness
The Chancellor of
The German Empire.
&c. &c. &c.
Berlin.

but deferred sending the penal statement of disbursements until I should receive the reply to my letter of 15th June just acknowledged.

I now forward that statement, and respectfully request your Highness to observe that I have charged for the interrogation of witnesses in the matter referred to, in compliance with the last paragraph of Your Highness's letter of 30th March, 1881, ($\frac{II. 5077}{5377}$).

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant.

H. W. E. Foote.
Imperial German Consul.

Statement of amount due to the undersigned by the German Government.

Cash expended in postage 1880 omitted to be paid		5. 4
Postage 1881		8. 8
Interrogation of 17 witnesses in re the "G. F. Handel" of Bremen. RM 153	=	7. 13. 0
	£	8. 7. 0

Please pay the above amount to
The Falkland Islands Co.
37 a. Gracechurch St.
London. E.C.

Theodore Foote.
Imp. German Consul.

Port Stanley,
23rd May. 1882.

Falkland Islands Co.

Stanley Ibis German Carlsen London via Hamburg

T I C	6776/900 8904/20	150 c/s Whisky - 300 gals	£150. 0. 0
	8903	3 1/4 cks. Sherry - 78 "	" 7. 16. 0

157. 16. 0

24 " Sing. "

Stanley.

H. Lobo — Stanley

Sam
Lewis

Instructions

24 th Sing "

Stanley.

For F. I. Co.

335

Ibis

via Sandy Point.

24th March 1886

Sir,

The Ibis has annoyed everyone by arriving a day early, on one of the principal holidays of the year, however men have been found to discharge cargo, although at extra wages. Your despatch 605 is before me for reply.

2. Par. 4. Although there is more reason to hope that cocoa is eradicated now than there has been for the last 20 years: at the outmost fifty cases more, in the Darwin section two, at Walker Creek none, at South Arm not half a dozen: greatly to Sulu's credit, the improvement in our season being little short of wonderful. The banking account has to be increased by the Great Island bank, as per enclosed account. The explanation of the short banking is that Walker Creek and Darwin sections are now fully stocked, and it

F. Coleman, Esq.
Secretary
London.

were considered better, in view of the unsatisfactory condition of the South Arm section, to limit the planting to 30,000, so that not having too many to deal with full attention might be given to the far more important task of clearing that section. After resting stationary for a couple of years we shall again go on until the whole Camp is stocked, by which time proms will have been made by the reduction of a quantity of stock. If there has been an error it has been on the side of prudence.

3. Sec. 7. I withdraw the words which the Director take exception to unnecessarily, and in acknowledging the pictures of their proposals cannot have to remark that I was extremely annoyed at the step which I took only believe but knows was the best I could have taken to save the Company from loss being unnecessarily stigmatized as improper; and I am still at a loss to know what to do on a similar occasion in future. None known better plan suggest but the rapidity with which

despatches have now to be answered, between the arrival and departure of a steamer, and under the pressure of continual interruptions, causes words to be written which in calmer moments bear room for regret.

4. Par 8. 113 The words Fell and Telepathic are not in the Cipher code

5. Par 9. I can only say that while I advance money here as I may consider it prudent, I think it expedient my Principles to regulate the amount that the Directors may think fit to grant to settlers visiting England, and so I purposely said nothing about Mr. Baillon. You have from our accounts a full knowledge of his firm's relations with the Company, upon which there can be no difficulty, I should think, in coming to a decision.

6. Par 14 The Directors will probably be surprised to learn that after all I have bought the Simoon, but will not, I think, find fault with me when they learn the circumstances. When the Memphis arrived Captain Seymour

was inclined to send her to Long
Point, where an offer of £500 awaited
her, and being in immediate want of
a vessel Loffered to give this handsome
small sum for her, which Capt.
Seaman accepted. Then on board
a quantity of fittings, the value of which
will probably reduce her cost to £400,
among which Seaman mentions 6 bags
of salt, ten Winchester and other
rifles and a breechloading gun, a
quantity of ammunition, six casks
salt beef & pork, &c. &c. The Linnet
came here under a fore and aft rig,
and upon a further enquiry into her
character I found that she had been
a bi-weekly schooner, and that the
reason of her being a bad sailer was
that she had been deprived of her
proper rig. Today it happens that the
offer of £500 would not be accepted
at Long Pt., and that Mr. G. Moeller
thinks that he could get £1000 for her
in Montevideo, Dan therefore satisfied
that I can make a profit at any moment
should it be necessary to sell her. But
with the Fairy in her present decrepit

condition, and our little Discovrance of
36 tons being entirely too small for our
present requirements, I consider that I can
make good use both of the Nimrod and
Hornet. The Fairy's mainmast, as already
reported, is shaky and her bowsprit sprung,
and I should propose to dismast her
and turn her into a lighter to be towed by
the steam launch. The work of such
accommodation for discharging from
steamers being this day recently felt in
the case of the Ibis's cargo. I have given
the Nimrod a topsail and topgallant
sail, converting some of the spare, her
old foresail makes a topsail yard, and
as her fore and aft sails and gear are
good, she is being fitted at singularly
little expense. Should the weather
allow it I shall try to send a photo. of
her by the Ceylon. I have not altered
her name.

7. Par. 17. If the Hungarian
Consulate is of any value I will apply for
it, but should like to know what it would bring
in.

8. In my last despatch I unfortunately wrote in par. 18 cents for rents. I hope you would see it was a clerical error. I asked Captain Sachs what he thought of the proposed exchange of land with him, to which he replied shortly that it was "simply an absurdity"

9. With regard to enclosures mentioned in your par. 1, I am sorry that I am unable to trace the three letters, but one I know was the one from Page to Wallis & Wainwright, and another an envelope addressed to Lowry with an unpronounceable, almost unwritable name, to cover the remittance of £5; more care shall be taken in describing Enclosures in future.

10. I was sure that the order about boiling carcases and fat separately to which the Director now objects came originally from London, and I had no difficulty in finding it in your desp. 473 13. 1st Sept. 1870.- "The fat "cut off and the pure picnic fat will "make the best Epicures, and should be "kept separate from that made from

"the meat &c. out of the Extractors.

11. I shall be glad if you will have wrought iron beams made as per enclosed drawing, and sent by first steamer, for the purpose of erecting the reservoir at Goondiwindi.

12. I have just returned from the Camp where I found things going on well. I send ~~you~~ several returns which give all particulars of stock up to date; boiling down was all but over the last flock being in; the total number killed is over 14000, and I expect a better average weight than last year. The continued absence of the Corowa is ~~annoying~~, but when she arrives I shall despatch her quickly from here, although the allowance £25, for not going to Darwin is ridiculously small. Captain Estimating the time saved at from £100 to £150. Hawker, who has served 10 years, goes home next mail, but will re-engage, he will not have time to load per Corowa.

13. I return a letter addressed to the Co "Superintendent Engineer"; you

have no of I wish that high sounding title, and I am not inclined to increase Martin's conceit by assuming that it is for him. I have a suspicion that it relates to commission on the purchase of silicate cotton, Martin having when in England, by his own admission, received money from Nolan and others.

14. Martin's launch boiler when has given out, he says in consequence of the excessive density of the water here, which I have no means of testing; but, in sending the launch, precautions should be taken against this, either by increasing the thickness of the tubes or sending proper instructions for their preservation. It is very necessary that tubes should be spare tubes, and the inside of the boiler be made accessible for replacing them.

15. My next despatch will be by Formica or Ceylon both sides; the former vessel has to go up to Goa to repair there because her bottom has to be caulked and coppered, and the

instance of the want of a ship bringing discredit and loss upon the Colony. The Formica leaves her cargo in the Egeria. I received from Mr Humphreys your telegram of 17th as follows:- "Fielionist (like draft on owners of) "formica expenses "captains vessel hamburg pioneers not "replied". I am sorry to say that I do not clearly understand this: but before his departure I shall get from Captain Wicting a draft for expenses up to date, and presume that I shall be instructed as to how to recoup the Lusk hire.

I am, Sir,
your obedient servant.

Edwd Love.
Manager.

Enclosures

Tuf. no 332/4
Dup. Sel. & Cash bk. March
" Ledger balances & Statement
" Mems. on Stores in Residences
Returns letter addressed "Superintendent Engineer"
Journal. Cash book vouchers. April
Complet- shearing at. 1881/2
Shed to Goonbarrum 1882
Great Island [illegible] 1882
Cost of dipping 1881/2
Canvas
Plan of beams for reservoir

Statement
Shipping report
1 2 3

Copy to Seamann 2 May
Seaman 1 Coo 3.

Falkland Islands Co

Stanley Cordova British Jones London

E/	0435/00	24 Kilo	Ale	= 432 gals 3	= 5. 0.
	7638/07	50 cks	"	= 150 doz 6	3. 15.
	0300/319	20	Stout	20. 6	2. 0
	0320/ 4	5.	"	40 yds 3	— . 10.

11. 13 0

30th May 2

Stanley

30th May 2

F. E. Coes.

Stanley Cordova British Lones London



6361 1 Pack Stanley supposed to contain 26 gallons

2. 12. 0

3/M. Mag. ✓

Black Love.

F. E. Coes Stanley Sans Lenses

Spofforths

3/M. Mag. ✓

Black Love.

F. Cook

Stanley Cordova British Lanes London

None None 15 lbs. Richmond Mixture
Smoking Tobacco, pure shipping
Knife

1 . 10 . 0
"

3/4 Mary,
Stanley Cook.
F. C. Cook Stanley Imperial

3/4. Mary "
Stanley Cook.

336.
Formosa

Ft. Lucia. 7.

Sir,

As this vessel goes to Montevideo to-day I take the opportunity of sending a despatch.

2. The Cadoux arrived on the 29th. ult., all well, and good progress is being made with her discharging.

3. There has been some trouble about the discharge of Captain Sachs cargo for which there is no Bill of lading. The consignees of cargo by the Company's ships appear to think that it is our duty to land it for them free of charge. I suggest that separate Bills of lading should always be made out, with a clause, "to be taken from alongside at Consignee's risk and Expence", I could then land it at a fixed rate, say 5/ per ton. In this case Capt. Sachs, at my request, engaged a lighter and men; but as his goods are widely distributed, it is a loss of time to him. On a former occasion he refused to pay his share of labour in landing, alleging that he had never done so, and the

J. Coleman Esq.
Secretary
London.

Cowan not came down yesterday to say that he preferred receiving his telephone goods from the Store.

4. Captain Parkis palings which were shipped in bundles, were untied, and mixed up with ours all over the ship, causing loss of time in sorting.

5. On counting the specie an extra shilling was found, and a brighton will be forwarded per London, at your request; date 1881. When sending specie in future, it should be in florins and half crowns, gold goes to Montevideo at once, and the smaller coins are not wanted, unless specially asked for.

6. Mr Waldron is here on his way to England: he informs me that his sheep have averaged this season ¼ lb. all round less than last.

7. It has occurred to me that it would be a good thing to offer a prize for the best sorted, skirted and rolled up wool, open to the rollers up at each of the three sheds, to be decided by the Brokers, who would be able to say whether the DH, NA, or WC wool

was the last got up.

8. I find that the letter from Danl. H. Dade & Co. related to sample on board the Condors; such communications should be made to me, or better still, through you to me. If the Company's subordinate officials are to communicate directly with manufacturers I shall probably be asked to write for all sorts of rubbish.

9. Last year I charged buy prices wool 1/ per lb. freight upon an understanding with Mr. Dean; but it has been brought to my notice by Mr. Bonner that they have broken the compact. Smith & Cameron's account sales being rendered with freight at 3/4, although their wool only runs 9/ lb. to the cubic foot, which brings it 3/9 per bale measurement. In consequence of this I am obliged to return 1/4 per lb. to Messrs. Bonner & Barlow.

10. The bark fencing of which you sent me a sample appears admirably adapted for tearing wool off sheep; but I think for the bob wire of a swing fence it should answer very well to keep

horses and cattle from nothing, and, as Mr. Blake has asked me to get him a mile or two, I suggest your sending about five miles on two reels of test each. The price is stated at 10/- per 100 yards. but would probably be cheaper by weight. I mean of course five miles of single wire, not fencing.

10. When Mr. Blake asked for a payment of £750 for freight per Border Queen, he was not aware that it could be deducted from the proceeds of the wool before it is paid to the Company. this will probably be done. He now asks for a payment to his father Mr. W. Blake, in the middle of September, of £400: this will go on the next statement.

11. In my 323 – 27 I suggested that shorter runs for the Southern pens might be longer than the ones at present in use, but I observe that the runs on this 3 ft 6 only, while the new runs for Darwin pens 4 ft 6, both being for pens identically the same. It may prove to be necessary therefore to return the shorter runs, to be replaced by ones of greater length, but this I shall see later on, and I should not like

to return it. next I have one to take its place, or the work might be delayed.

12. I propose to give the Steamer to Captain Cuneyo, who has sailed the Fairy carefully and successfully for some time. I should almost have suggested, had there been time, that all her yacht-furniture might be sent out here for sale, when it would fetch a better price than in England, and that a good many of the alterations might be done here; for I fear that if she gets among the London charters who have been accustomed to pay on the Company's vessels, she will cost a good deal notwithstanding the closest personal supervision.

13. As regards cargo for her, I find it difficult to advise you, seeing what an overstock of rough goods I am supplied with. Galvanized iron roofing we have on hand, and there are some other things that might come, of which I will make a note, but salt, navy bread, and casks, above all should be avoided.

17. I must beg you will bear in mind the necessity of supplying the Hawkesbury at least one small but flat flowed steamboat with two good boats for carrying baggage which and a boat as provided and belong to the new yacht. She must have a hold and must not exceed 5 feet in depth when loaded.

18. Lastly as the Captain finds it necessary to dispose of his property on the Hawkesbury, thinking perhaps that he might like to purchase the vessel himself, he is not necessarily bound to do so but may dispose of it to any person.

19. The Governor informs the Secretary of State in not making further Land Company grants of land. It cannot be promised under the lease but the power may be at any time raised.

20. I am happy to say that I have been able to make arrangements with Captain Seamans for the carriage of the goods and upon the terms proposed for the first

14. I trust that you will bear in mind the necessity of supplying the Mount with at least one canal-built flat floored sharply timbered lined boat for carrying bales of wool such a boat as would not belong to her as a yacht. She must have a keel and drop board, and one of the centre thwarts must be movable.

15. I lately asked Captain Parks if he would be disposed under any circumstances to sell out his property on this island, thinking perhaps that as a Bachelor he might take a turn down and be unsuitable: however he did not seem inclined to part with it on any terms.

16. The Governor informs me that the Secretary of State is not willing to allow the Company to make an annual purchase of land. It cannot be prevented under the lease, but the price may be at any time raised.

17. I am happy to say that I have been able to make arrangements with Captain Seamans for the carriage of next years wool, upon the terms proposed for the past

for the past year, as per correspondence enclosed. Captain Seaman declined at first to agree to the rate of 4/6, unless I promised the Malvinas the business of collecting it; however I declined to lay the Company's schooners up, in order to give his vessel work, and warned him that if he brought pressure to bear the Company might withdraw their support and leave him in the lurch, so he gave way. I had previously got Messrs. Blake and Bailon to promise to leave the shipment of their wool in my hands to do the best I could for them, as of the other clients of the Company I can see without consulting them. I have therefore practically proved to the Stanmore Co. the truth of what I have always told Captain Seaman, viz:- that they have been grossly deceived as to the existence of independent people who are struggling to free themselves from their fetters, the fact being that the Company's clients, independent or not, are willing to trust me to do the best we can for them: thus it is to the Company alone that the Stanmore must look for aid, and as Mr. Dean and his clients behind him are in direct opposition the outlook for the Malvinas is not a bright one. The

wool I estimate for in the following:—

Company	1100
Barton	120
Mickey	200
Bonner	220
Lively	90
Speedwell	50
Bleaker	20
Holmedale	300
	2100 Bales. of

which a portion will doubtless be brought by the Malvinas from the West Islands as I have promised her she wants I cannot do myself

18. As per shipping sale by the Cordova regardless of the fact that 50 tons had already been sent by the Rhadamanthus, I find myself with a stock sufficient, I think without Exaggeration to last the hides of all the cattle left in the Falklands. As the Formica wants ballast for Montevideo I have persuaded the Captain ~~to~~ to take the 50 tons just received freight free, and hope Mr Humphreys will be able to sell it without loss.

19. I have drawn £75 in favour of the ~~Lo~~ R.P. Bank, Lago on the statement per Cyrus, which will probably arrive before this.

Yours &c.
your obedient servant.
Wm. Lowe.
Manager.

Cutlasses.

Cobb to Swansea 2nd June
Swansea to Boc 5th
1st En. 647 to 1 27. ½.

337.

Chelsea.

29th June. 2.

Sir,

I Enclose duplicate of my last despatch which went by the Formica to Montevideo.

2. On the 6th of this month the Governor called a meeting of Government Lessees, and informed them that it was necessary to raise next year a sum of £1500 over the present revenue, to meet the final withdrawal of the Government grant and provide sufficient funds to carry on the Government. He gave us a sketch of the estimated revenue and Expenditure, and stated that the money must be raised either by a tax on Land or an Export duty on wool, and that this sum would have to be raised annually until it is fully made up by the rise in rents from £10 to £20 a section, as the leases fall in. He left it to us to say which we preferred. For want of a newspaper I wrote a circular, which I

H. Coleman, Esq.
Secretary,
London.

dent rooms to those interested, advocating the land tax, which seems to be the best tax in theory and practice. A copy of this circular is enclosed. Since writing it I have heard from the Governor that should land tax be taxed the tax will be remitted as each case falls in, so that when all the funds in that shall higher rental the tax will have ceased, and the revenue will be self-adjusted. This is an additional argument in favour of the land tax, as it would be impossible to make an adjustment of the wool duty in the same way. At a meeting of land holders present in Hanley, viz:- Messrs Sachs, Dean, Waldron, Shirley, Fitton, Evans, and myself no decision could be come to, as Captain Sachs declared unanswerably for wool, while Mr Waldron and I were Equally strong on the side of land. Mr Dean supporting Captain Sachs, presumably because the gallant gentleman was the last he had spoken to on the subject, as he had only a day or so before declared positively for land, and has

times moved in one direction, though of the mind not being one of his characteristics. If the meeting had been polled Waldron, Stibbard, Felton and Spicer for land, Parker, Dean & Turner for wool: but Felton being in Dean's employ did not like to declare himself. The Governor is with us and I have no doubt an ordinance will be passed in accordance with our views.

3. But if the meeting could not agree on the point referred to, there was great unanimity as to the necessity for an alteration in the Government of the Colony, consequent upon its altered circumstances, and more especially with regard to the expenditure of public money. In former times when the Colony was supplied by Imperial funds, the expenditure was a matter of indifference to the inhabitants: but now, when the whole of the revenue comes out of Colonial pockets, it is felt to be intolerable that the expenditure should be at the absolute discretion of one man, however prudent and economical he may be. The question is, from its very

nature, one with which few if any of us have had to deal, and is fraught with difficulties. It is just that the town of Stanley should not have the benefit of the money raised from the Colony at large and it is also recognized that if the place is to be habitable much longer something must be done at the expense of the inhabitants. There is no drainage worthy of the name, and the Doctor has long since sounded a note of warning. The general health of the place has not been so good the last year or two, stagnant sewage standing in front of some of the houses is horribly offensive and nothing but the high winds has as yet staved off typhoid and diphtheria. The front road has fallen into holes which in winter are dark puddles, while some of the back roads are impassable at night. This state of things must not be allowed to continue, and the Governor must not have the undivided control of the works. At the meeting above mentioned the

matter was discussed, and a petition which I had prepared, after consultation with some of those interested, was adopted without addition or alteration. Captain Parke was asked to report to the Governor the nature of the petition, and his Excy sent me for yesterday. Mr Dean being laid up, I was to point out to the petitioners, that a portion of the revenue, viz:- that derived from land, belonged to the Crown, and that the Government could use it as they pleased for Imperial purposes, that if the Colonists desired representation they might be called upon to provide all the revenue by taxation, and that Legislative powers granted to some of the West Indian islands had been taken away, as the system had been found not to work. Notwithstanding this, it seems to me that if you only find a portion of the revenue we are entitled to say something about the expenditure, you are not prepared, and you are not inclined to live under a pure despotism, you cannot stand by and see another Colonie d'etat, say

muddle away our money on all sorts of ridiculous fancies, perhaps running the Colony into debt out of which it can only be extricated by increased taxation, and we cannot quietly let this go on as it is until the population is more than decimated by typhoid fever. I have therefore not hesitated to sign the petition, a copy of which I enclose. Taxation sooner or later was inevitable, and in asking for a voice in the Government we are only making history repeat itself, and following in our small way the example set us by our ancestors.

4. I send by the Cardoon the boiler of Martin's steam launch which is to go to the makers, Penby & Sons, for repair, and he asks that you will insure it home and out for £50; the amount of freight upon it to be settled by you.

5. H.M.S. Emerald homeward bound has taken 100 tons coal, leaving our stock about 900 tons. Until I hear about the Susan Jane I do no more, but should her coal not be sold, a shipment of not more than 350 tons Ocean Merthyr Steam Coal should be made, and surely 1000 tons vessel outward bound would drop

such a quantity here at less than 30/. per ton lightening herself for the passage round the Horn. Coals are quoted at some ports on the West Coast at 26/. per ton for best Welsh, freights not being nominal; is it always necessary to charter through the same Broker, who is more interested in the Messrs. Dears's business than in ours? It should pay a ship of 600 or 700 tons register to drop the required quantity here at £1 per ton, i.e. £350, the detention here being not more than a week or ten days, as the coal could be received as fast as it could be put out.

6. Hawker goes this mail, and I hope will be engaged; he has served for ten years, and is a most useful man. He has for some years carried on all the outside work to my satisfaction; he understands shipping matters, and is a stevedore, rigger, engine-driver sailmaker, painter, &c., all in one, - a very intelligent man whom the Directors would do well to see personally. I should like him to take lessons in steam-launch driving, so as to be able to take charge of the one about to be sent out.

7. Should you not have despatched the Mount, Captain Evans of the Bride would bring her out without requiring a return passage. I hope you will have received the letter to me so as to do without the necessity of a telegram to

8. Send extract from a letter from Martin on the subject of steaming down pat in the Dijedda, and request that you will obtain a handwandy opinion on the subject.

9. Enclosed is copy of circular letter to depositors, asking them if they will take their money or leave it at 2½ %. Without exception they wish to leave it and I should like to know if the Directors are willing to retain it at that rate. Several sons men have small sums in trust, and have asked my advice; can you suggest any safe way of putting out sums ranging from £100 to £200?

10. I beg to call your attention to the following unanswered queries:—

Repatch. 315 - 8. Separate returns of iron and down.

323 - 13 } About the agency of the
329 - 20 } Swansea Mutl. Shipowners Co.

327 - 9. About endorsement A. Carlyle

326 - 10. Bill of Robert Williams

324 - 8. Enquiry about renewal of writs

329 - 7 Letter from C. Thomas & Bro. wanted. (about tallow)

11. The Cordova is nearly discharged; it has been a long affair owing to the heavy nature of the cargo and the quantity of wood that has had to be lightened ashore, and now parcel

being unable to take the ground like a wooden one, alongside the jetty. I am agreeably surprised, after your denunciation of both, to find the ship clean and well kept, and the Captain as agreeable and intelligent a man as I could wish to have to deal with. From his account I should say he was kindly treated on board as the Master of a ship should be.

12. An examination of the Cordova's cargo convinces me that my strictures on the chartering and loading of sailing vessels this year have been fully justified. My order for heavy goods was sent last October without any knowledge of the Ukedenaes's cargo, and it embraced things which had already been shipped by that vessel without orders. Such things should have been deducted from the order, but everything appears to have been shipped, the sole idea having apparently been to pile up or blow up a vessel much too large for the cargo she was chartered to carry. For instance,

50 tons salt were shipped by the Thunderer, and the same quantity was on my order of October. The slightest reflection should have been sufficient to show that as 50 tons will salt 5000 hides to repeat the shipment must cause an overstock. Then take casks. A great number were shipped by the Thunderer unknown to me when I ordered those for the February vessel. Was it reasonable to make two shipments of 400 each, knowing that they were far ahead of our requirements, and that they do not improve by keeping? In the January order was a line for 25 barrels (small) of Savoy biscuit, for which the demand is extremely limited. A few days afterwards the Thunderer brought in 20 puncheons of the same, marked for, the weight of which was 72 cwt., and yet, regardless of this, the 25 barrels have been shipped. In the course of years this bread will get mouldy and will be sold by auction as pig's food. Although my order was based upon the probable requirements of the Store, some of the goods have been

doubled: this is least objectionable in the case of the ironmongery although the stock is too heavy even of that, but it has been done with Crockery and Wheelbarrows, of which the quantity asked for was amply sufficient. You have not taken ships up to carry cargoes of a certain size but adapted the cargoes to them after chartering, starting by getting ships of too large a size: as the loading has progressed you have gone on filling up with goods, whether asked for or not, whether suitable or not, and when in this way the ship has been somehow filled up to the hatches, you sit down and write, with evident relief, "We have done very well with the Thunderer" or Cordova, as the case may be. We are just now reaping the fruits of this system in the case of house coal, of which such over shipments were made some years ago; bits of it have perished, and have to be sifted out before it is saleable or fit to burn. I have mentioned these things at some length, because I think the Company's money has been a good deal wasted over these shipments, and the want of economy must not be laid at my door. I trust will

it be pain. when the next Company check in the next Company's prosperity occurs to inform the Shareholders that "the increasing prosperity of the Company has led to a somewhat less rigorous economy in the various departments."

13. I find for certain that the run out of the bars for the South Arm press is the same as the condemned one at Darwin, viz - 3ft 6, although suggested to be longer. I will keep this as a standby until you send me one 4ft 6, and then return it. On opening the case of rams it was found that the one for Darwin had been scored by nails carelessly driven through when packed: Hawkes said this. The parts for Darwin and South Arm should have been separately packed to avoid opening and handling such heavy gear here. I cannot see by the specification of contents that a copper pipe has been sent for both sets of pumps, only one is mentioned. The box is not made quite according to my specifications, the chief error being the want of through bolts or dowel. to keep the boards rigid. Some spare leathers should be sent for the 2½" pump.

14. I have contracted with Captain Cameron for Staits posts at 1/8 each, and hope to have a good length of fencing up this spring. I cannot conceive what made you send such a quantity of binding wire, 6 Tons 6 cwt: costing £167. 17. 6. In ordering 21 Tons of fencing wire I put down a most liberal allowance for tying on the droppers; 20 cwt. for 26 tons fencing wire, is what for the quantity sent, 50 cwt: would have been amply sufficient. The straining brackets should have been a multiple of seven, not six, being for a seven wire fence.

15. I have drawn Messrs. Rowcroft's attention to the fact that kitchen ranges are always too slightly packed, there is one part that I fear will have to be returned.

16. The Aginood is at Daman loading tallow, I have credited her with £163. 14. 2 for stores taken out of her and sold or charged to the Store, and after charging her with wages and material fitting out she costs the Company £463. 6. 6

17. 2nd inst. The Theben arrived this afternoon with flour Landers from Peaths. Over 50 passengers are going by her, including Mr. C. H. Williams & family, Mr. Jas Watson. R. Clibbery. the Bishop & Miss Stirling. Mr. Lawrell. the crew of the Thir of Brunswick. some of the Company's labourers returning to Montevideo. Hawkes. wife & son, &c. &c.

I have received your despatches 606/7.

18. 606 – 3. The simplest way of getting meals cleared by Mr. Speeks would be to obtain a consignment letter from him.

19. Jan 5. Schuth that in declining the Admiralty Contract sufficient consideration has not been given to the fact that there will be in future a more regular sale through the demands of the Malvinas, & that it would not be too much to have 250 tons constantly on hand. From conversations with Engineers I know that we should have no difficulty if we kept no North Country at all, they are always glad of an excuse to take all Welsh, in fact I believe the consumption of ⅓rd North Country is owing through pressure brought to bear by M.S.'s, who wish to

please their constituents. Talent such as Hall, it chokes the tubes, and perishes with expanse, I give you this order authority of the Chief Engineer of the Firefly. I tender ed to supply coals at 30/. in reply to Capt. Jones. how can you get over that?

20. Sat. You do not say if the Revd W. H. Philip is to reside at Damin or not. I trust he will be more suitable than Mr Yeoman, or the men will object to him.

21. Sat. I do not telegraph about the steam launch, as I am not satisfied with any that you mention in all respects, though I incline to Miller Rupp's. I shall however, talk the matter over with Hawkes, upon whose practical knowledge of what is wanted you can rely. I may say this much, that I would not go in for any of the high priced ones. All that is required is a boat strong enough to tow the Fairy when cut down as a lighter with good speed, and provided with tanks and a pump for watering ships.

22. Sat. The Nassau Co carry distressed seamen to Manila ports for £3. 10/. and our steamers board for £4. It would be useless to try to make any arrangement with Capt. Seamans, as

he is bound down tightly. You surprise me by suggesting that we shall have to return a part of the Spanish crew, surely you have shipped them for 12 months & more unconditionally, and only arranged to send home the Captain.

3. Par. 10. I do not like to hear of the Spanish masts being shortened, you will probably cut off too much and send her out under spanned like the Sparrow Hawk. I am sorry to hear that her decks are to be condemned, as I foresee that she is going to run into a lot of money.

4. Par. 11 and 607–1. I am sorry to say that your explanations about the Formica still leave me in doubt as to what to do as your telegram "expenses Captain special" must be admitted to be somewhat unintelligible; greater clearness in telegrams would be desirable. Your auction Bolton; but I should have thought it would at once have occurred to you as it did both to myself in the first instance, and then to the people concerned in Montevideo that Bolton on a vessel bound home to the Cape, is brought want of communication, no security at

24. The position of matters is this: the Formica has gone to Honk Kong, and Captain Watling has given a draft for all expenses to date, according to your telegram: the cargo lies here in the Consul's possession, and I want you to instruct me how to secure payment of the bulk bill.

25. Jan. 3. None of these coaling contracts can come to anything - I have no positive news about the Ceylon, but Capt. Schwers told me today that she had left Valparaiso with boilers in bad order and everything on board below par, and that the passengers had abandoned her in disgust.

26. I have bought the remains of the Slain of Berwick, lately wrecked on Bull Point, at auction, for 45/ the usual having gone to prices, and a good deal of wood from her being thrown up and down the beach, though it is an exposed situation where no steamer can anchor with safety.

27. I have the Directors' not-

have bought the Queen's coal as suggested, you will understand that the shipment recommended in the early part of this despatch should be promptly made, when perhaps the steam launch might be sent. Is it not possible that Mr Yeates who seems to have West Coast business, could get you a cheap charter per boat?

I am, Sir,
your obedient servant,
Edwd. Esdaile.
Manager.

Enclosures.

Dispt Nos 335, 6.
" Order in Council, Statement.
" Cost of Dip, Shearing & Lambing &c
" Sheep to Mr Green; Tallow weights 1882.
" Journal & Cash Book Apl.
Stanley Dpt, Cash Books, & Vouchers May
Notice to Depositors
1st Dr No 648, for £1051. 0. 7
1st " " 649 " 600. 0. 0
2nd " " 647. 297. 1. 0
Particulars of Pilalugais land
Copy of Petition to Govt of Kimberley
" Govt Estimate for 1883.
" Cobb to Governor 29 June
" Circular re proposed Tax
Plan of Hydraulic Press
Correspondence re fat cutting
2 Statements
Shipping Report
Ordinances No 39 of 1882.

330.
Chelsea

3rd July 1

Sir.

I closed my despatch last night without stating that the sheep in Lafoun have lately been gathered for examination, and that only 5 scabby ones have been found in the North Arm section, all in one flock. I have also to report that the sheep boiled down here averaged over 25/ per lb.

2. As the Chilian government are making a new arrangement about guano in Europe, I suggest that you should look after the agency. I do not think that Applebees have an agent here now.

3. Please forward per opportunity £5 in coppers.

4. Mr Dean has. I hear bought the Lucas and cargo, in which case you will of course not delay sending the steam coals asked for.

I am Sir.
your obedient servant
Geo. Eyre.
Manager.

H. Coleman, Esq.
Secretary
London

339.
Falkland
via Sandy Point.

26th July.

Sir,

This steamer has arrived a day early, and I regret to say is in Quarantine Mr. Mr. Clymont having small-pox, contracted it is supposed on board the Pacific steamer. I am afraid that he is much to blame, as he concealed the fact that he was ill and was put into a cabin with Mr. Blair, the disease breaking out the day after he left Montevideo. The cargo goes into Quarantine for a short time on board the Egeria the passengers into the Lazaretto, and Mr. Mr. Clymont himself on board the Perseverance, I believe, which I have allowed the need for want of better accommodation. It is earnestly to be hoped that the case will be isolated but some of the passengers I fear must take it; Stanley is of course in a panic.

J. Coleman, Esq.
Secretary
London.

2. I have received your dispatch which I will answer as well as I can.

3. Jan. 7. In the report of the Directors dated 2d August 1853 it was stated that it being now an established fact that an Telegraph Ship laid down at Slanty would be of the utmost importance and utility, as well as remunerative the undertaking of this work is contemplated by the Directors on the Company's sole account." Undue haste is always to be deprecated but twenty nine years' contemplation must be admitted to be a little prolonged. I think that you will find a sounding of the Coast taken some years ago by Basden and sent home, and half an hour's conversation with him will give you more information probably than Lords Supply in a years correspondence.

4. Jan. 9. The Tennis will be repaired in Montevideo, and a Bottomry Bond for such given in advance which cash will be brought down to pay the Co's account, & there is no reason for any delay.

5. Jan 10. I received a letter from Capt Seamans of the difference between 2nd & 3rd class fare to Montevideo. Regarding our passengers the Royal and Empress need carry 2nd class fares for £16 which with the £7 here to Stanley make £23 against £29. I must be able to give you the names of women who have had to live and sleep in the same place with strange men. The Islands may write as they like but facts are stubborn things. You say you are aware that the Falklanders generally expect too much there is a mere matter of opinion which might have been left out. Our mail boats cargo boats like the Norman steamers are not as comfortable as the regular mail boats. Steerage for comfort is not confined to the Falklanders or the floating palaces now running to America and Australia would not have been built.

6. Jan 11. These absurd coal contracts of yours are as much use as the paper for some of the steamers by any chance call here, and fortunately too, for we have nothing to supply them with. The mode of coaling steamers is very simple,

they come alongside the Lock and keep themselves, one man only taking tally and weighing for us. We cannot deliver the coals on board and the only modification of the present plan I would suggest is that we might have the Lock both steamer when the launch arrives. Today a large party from H.M.S. Tamarant have warped the Vian about a quarter of a mile, and they are taking the last pound of steam coal from her.

7. Sat 12 The Thomas D take on 3d. class passengers for Montevideo for £4

8 Sat 13. Messrs Gaupp & Hupfenberg having again paid us and me the rate of exchange at which their last bill was drawn. Can we have begin Messrs Vorwerk a trial.

9. The value of the steamer is believe moderately estimated at £10,000 when in order, and Mr Dean has done a good thing for himself, probably his profit will be quite £2000 on the outlay.

10 Sat 16. Monthly matters shall be attended to. Sat. 18. The slaves were sent to find you ocular proof of the badness of some of Gaupp's goods. Those you are satisfied were.

11. Jan. 22. I will send the Chairman's letter to the Bishop, and by next mail answer the queries about the Church

12. Jan. 23. The advantages my brethren are supposed to enjoy from their connexion with the Company are daily perplexing: if they are to be visited with steamer freights for their bulky goods, and with such exorbitant charges as have been made for the passage of their servants upon a starvation allowance of [illegible] inferior [illegible] that Capt. Jones sent into the forces steerage think that to charge £60 for what only cost £20 was too much.

13. Jan. 25. I sent out some parts ago to have Mr. Phillips house put in order, and shall do my best to make him comfortable. Respecting the old old stone question I have fully explained the whole thing in detail from time to time that I can throw any more light on the subject. The stocks have been reduced and the rents as well this year; and if the stock should now be

reasoning, is it not because a quantity of totally unneeded machinery things have been sent out to fill up ships that were too large, a thing for which I must not be held responsible? By the Ships as soon as I heard of the Board's purchase (in reply to Jan 26) I sent suggestions for her cargo. I trust that you will send all details of her cost & fitting out, it is not to be impossible to believe that a vessel which had been a yacht up to the time the Co bought her could have been as a yacht, allowed to run so low that a new deck was necessary to fit her for a coaster.

14. I hope to have received a report on Abeyi engine with advice on its future management, and I am further anxious to know if it is a fact that the tubes could not have been replaced here, as Martin said, or whether the Navy's Chief Engineer & who has set it up was right in ridiculing the idea of its having been sent home at all? He told me he would be happy to put in as many tubes as I wished at 3/ each and that he supposed our Engineer

did not wish to get his Lordship dirty.

15. I send an Essay by Martin on steaming pot. which I should like reported upon by some one with a knowledge of the subject. It appears to me that if Irrigation is as good as ours we should follow his Engineer's system of steaming everything down in the Digesters. pressing the papers and then burning it. Martin refers to some of his letters having lost steaming, — I doubt if he has a conception of what steaming is —, however, I must explain that I have a good deal of difficulty in getting any builders at Port Sunlight for the past season, as the men alleged that Martin paid us offers to stop their work last year that the contract did not pay them as the Chiefs have stood, and the only terms upon which I got them to sign were by promising them a minimum number of sheep per week. Finding that last year, stoppages notwithstanding, they had killed over 16 50 a week I guaranteed 1300; but as the work proceeded the Kidney fat began to accumulate, and a good deal of it Sir was by no means in a good state when it was steamed. This would be entirely avoided if all were steamed together.

16. I omitted to say in my last that the Millinery is under the charge of a Miss Rummel a very respectable well educated young woman. I mention this now lest you should make any new arrangements with Mrs Hawkes, who, however, would not I believe wish to take it again.

17. I hope that you will get a lot of useful information out of Hawkes; there is the question of the jetty, which is now so crazy as to want renewing altogether. Hawkes should learn all about the steam launch and her management.

18. Effie closing my letter. Polly the Capricious spoiled monkey, was brought in from Shark Island; she will probably be condemned.

19. H.M.S. Cormorant coals with us, as mentioned; for two years Sydney coal she will and have now supplied five men of war in less than six months, how is it possible under such circumstances to calculate a supply? However as Lyons have the new Shark Island, & Capt. Loftus Jones, and Australian ships are recommended to us, I hope the Directors will take a contract for 250 ton. on reconsideration of the question. Ocean steamships only should be shipped.

I am, &c.
your obedient servant

Alfred G. Webb.
Manager

Enclosures

Dup. Jet & Cash Book Vouchers
" Statement 30 June
Martins on Sallow cutting
to Coleman 22 June
" " No 648, 9 for £1051.0.7 & £100
Indent
4 10/£ Mandora
Shipping Report
Statement C.

340

Sakharah

via Sandy Point.

27th July. 7.

Sir,

I was late last night before I finished my despatch, and I find I left out one or two matters.

2. The reports from the Camp are most encouraging still as regards the condition of the sheep.

3. I have sent Bills of lading for the cargo on board the Corsair, which I hope will sail next week. I am taking wool from Rio to fill up at 20/. per bale.

4. The majority of landholders are in favour of the land tax. Pelaluga, who has 1800 sheep on 100,000 acres, rather naturally takes Captain Parkis' side. The petition to the Secy. of State goes this mail.

5. As I am writing, the Governor asks me for a bill favouring G.F. Addison & Co on his private account, please accept this notice as the statement is posted.

6. Some accounts are delayed through an accident to Mr. Langdon's right hand which has prevented his using the pen for some

F. Coleman, Esq.
Lowbury,
London.

days.

7. I wish to know if Law 4 contains the system of charging permanent Expenses each year, or whether it is to be capitalized?

8. I have seen Captain Seaman this morning, who tells me that Mr. Slade instructs him to be careful in future about dividing the sexes: Captain S. says it would be useless to deny that men and women have been herded together without sexes or partition whatever. This is all I complained of, and it seems true that such an outrage on decency should not be passed by with an airy sneer about "Falklanders usually Exploding too much."

Sir,

Your obedient servants

Chas. E. Rose.

Manager.

F. E. Cook

Stanley Sabkharah German Danielsen London
via Antwerp

Nos. Sons 2 Boxes Cigars, enclosed in a case addressed to the undersigned, weight unknown, will be given when ascertained.

28th July 87
F. E. Cook Stanley Imported

28th July 87
F. E. Cook.

Falkland Islands Co.

Stanley Sabbarah Berman Dannelson London via Hamburg

Rec'd 9069/93 25 Khds Ale = 1350 gals @ 3 = 16.17.6
9217/66 50 cks Ale = 200 doz @ 6 = 5.0.0
9161/45 30 . Stout - 120. @ 6 = 3.0.0
£24.17.6

24. 17. 6
2
2 Mo July
Saunders
Stanley
Dan
F.C. Cobb
Importer
2 Mo July 2
Saunders

Falkland Islands Co

Stanley Sekhavah German — Hamburg

4/10 230/09 40 cases Beer 4 days = 160 c 6
20 " to 3dy = 60. 6 / 220 = 5.10.0

5.10.0
2

2d July 2

Steerage. Stanley Dam

F. C Cooke
Surgeon

2d Class July 2

Steerage.

V
434

Falkland Islands Co
Stanley 31st July. 1882.

Sir,

I respectfully beg leave to protest against the additional tax of 1/ per lb. on cut tobacco.

I submit, with all deference to your Excellency, that there can be no possible reason in this place for making one kind of smoking tobacco pay a higher duty than another, and that it is contrary to the practice in the Australian Colonies, as an examination of their tariffs will prove. But there is a much stronger reason against the extra duty, which Your Excellency may have overlooked, and that is that the

His Excellency
Governor Kerr.
L. L. L.

cut tobacco imported into this Colony is of British manufacture, while the cake tobacco usually smoked is prepared in the United States. The new tariff in fact places discriminating duties on tobacco in favour of a foreign country, a mode of taxation which appears to be going beyond Free Trade, and turning Protection inside down.

As the additional duty, if retained, will entirely stop the consumption of British manufactured tobacco, I would further submit to Your Excellency that it would be only fair to defer putting the new tariff in force until Importers have had time to regulate their orders. I bought an overnight two cases of tobacco from the well known firm of Wills of Bristol some left behind by the Earthquake, and it seems hardly right that extra duty should be paid on these, as I had no opportunity

of preventing their shipment.

There an extra duty imposed upon the black Brazilian cut tobaccos imported for making cigarettes, no reasonable objection could be raised; but to put a prohibitive duty on all tobaccos but American Cavendish, which the new tariff virtually does, is a proceeding that appears to me very objectionable.

I have the honour to be.

Sir,

Your Excellency's most obedient servant

Fred. E. Love.

Manager.

Manifest of Cargo shipped on board the Barque Cordova, Jones Master for Falkland Islands for London.

Marks Numbers	Description	Shippers	Consignees
1 FIC	15 Bags 5 Cg Casks Tallow	Falkland Islands Co.	Falkland Islands Co
	1136 Salted Hides	"	"
F Sundry Nos	31 Bales Sheepskins (1 in dispute)	"	"
	A quantity of Bones	"	"
2 WF	2 Casks Tallow	W. Fell	"
♡	1 " "	Baillon Bros	"
♡	2 " "	Stickney Bro	W. Stickney
JB	147 Salted Hides	J. Bonner	Falkland Islands Co
SB	11 " "	Stickney Bro	W. Stickney
SI	1 Bale Sheepskins	Speedwell Estate	Falkland Islands Co
♡	1 " "	Baillon Bros	"
FeW	61 Sheepskins	W. Fell	"
3 HCC	15 Casks Tallow	H. G. Cobb	"
— " —	7 Barrels Bones	Do	"
— " —	96 Salted Hides	Do	"
FIC° NA 4 to 91	21 Bales Wool (includ 2 3 double bales)	Falkland Islands Co	"
JB	55 " "	J. Bonner	"
♡	65 " "	Baillon Bros	"
5 ♡	93 " "	Stickney Bro	W. Stickney
6 Remark	936 Sheepskins	Falkland Islands Co	Falkland Islands Co
	A quantity of Tails	"	"
7 Addressed	1 Launch Boiler	E. Martin	Plenty Bay
Remarks	A quantity of Junk	Falkland Islands Co	Falkland Islands Co
Addressed	1 Case Woollen goods	"	"
8 AP	37 Bales Wool	J. M. Dean Sons	J. M. Dean
SDS	96 (1 in dispute)	"	"
RG	31 " "	"	"
PSC	99 (2 in dispute)	"	"
WED	17 " "	"	"

40

TR 33 Bales Wool J. M. Dean Hon J. M. Dean
Pebble 49 " " "
Separate receipt for sundry packages private effects &c.

Falkland Islands Co.
Stanley, 5th August 1881

Wm. E. Poole.
Manager.

341.

Cordova. 7th August. 2.

Sir, This vessel is ready for sea, but the wind has set in from the South East and it is impossible to say how long it may last.

2. I think that I have done as well with this vessel as could be expected under the circumstances. Having got all the cargo in from Darwin, per schooners returning thence after delivering stores and materials, with the exception of 5 Bales of the Company's wool, and about 50 more belonging to Spurrell, Fell & Bonner, it seemed time a waste of time and running an unnecessary risk as well as expense to send the Cordova there for such a small quantity of produce, and having run, by my account, six, and by Captain Jones's seven

J. Coleman, Esq.
Secretary.
London.

days on demurrage I agreed to take
seven days in exchange for the £25
allowed for voyage to Darwin. i.e.
pay the charter in full but take seven
more lay days. Mr. Stibbard, who
wished to ship his wool by steam.
would say nothing about sending for
it while here, on his way to Spring
Point from England, and it was only
after the arrival of the Cordova that
he agreed to ship by her. by which
time it was only possible to get in one
load of 90 bales. Having thus a
vessel with plenty of room for cargo
I had to make the best bargain I
could with Mr. Dean, and although
I endeavoured to get more could only
obtain £1 per bale, and 10/ for the
Pebble Island half bales, weighing
under 2 cwts.; the whole freight from
this wool, however, amounting with
5% primage, which Mr. Dean under-
stands will be paid as usual, to £356.9.6,
is by no means unacceptable.

3. The inland freight on Sheep wool is payable on landing weights, which please send by first mail after Corsair's arrival. and also, if you can get them, the weights of Pebble wool, which Mr. Dean asserts runs from 180 to 190 lbs. per bale.

4. Captain Jones has signed for 529 Casks Tallow from Coquimbo; but as by Martin's account only 528 were made which the ship's tally is one over.

5. Saml. Timm informs me that he has remitted £20 to A. North, £10 of which was in a P.O. during the time of Collins, and £10 quite lately. The late Secretary has probably had the benefit of the first.

6. I shall be obliged if you will send me a statement of freight paid the Kismet on produce since the first shipment in October 1880

I am, Sir,
your obedient servant.

Wm. & Co.
Managers.

Enclosures.

Disp. No. 339/40
Disp. 335/7/8
Disp. Indent No 5.
" Statement 26 July.
Stanley Journal, Cashbook & vouchers 1 June
" Ledger balances 30 June
" Wages do.
~~Disp~~ Tallow weights 528 casks
Wool "
Tallow " 1000. 15 casks
Panel returns Dr Walls
Charter party with Capt. Jones artificial
" Bills of lading
Returned letter for Cheeseman Island
Description of sheepskins
Manifest
Cordova's account
A new shilling for the Sanlary
Remarks on cargo
Letter Draw for Draw
Cordova's Lien
Statement on accounts

343

Luzon.

8th September 77.

Sir,

My last despatch went per Londons which sailed on the 4th inst. I should have mentioned that another screw and a bar were dropped among the casks and could not be recovered without loss of time.

2. Referring to my remarks on steerage passengers, I find that a young woman named King went to Sandy Point in the Hollands last March and I remember Capt. Seeman saying at the time that it was not proper that she should be placed, as she was, among the male passengers - I have since spoken to Dallinson about Simpson and wife who came per Chiltern Nov. 1876 and he replied:- "I have asked Simpson "about his passage in the German steamer "and he says that there were no divisions

H. Coleman Esq.
Secretary
Londons

between the men and women in the steerage." Mr. Hall has ordered screens to be used in future. Merely mention these cases to establish the veracity of my statements, which appear to have been doubted.

3. Captain Jones was more than usually obliging, for instance, he carried out personally the discharge of the heavy logs, although specially exempted by the Charter party: I therefore gave him the usual gratuity of £10.

4. I am glad to say that no further case of small pox has occurred, and that Mr. McDermott is convales. cent.

5. Captain Jones exchanged a coil of Hallmills pitch ine for the same weight of another size, but forgot to take this on board; he will therefore have to be paid for the weight, Cost £. 3.0.

6. A number of Dean's tubes of wool were in a very dirty condition, and Mr. Dean was to have given Captain Jones a letter concerning him, but failed to do so.

7. When the Spanish Bank's account was closed, an entry appeared in the printed Profit & Loss statement for insurance recovered over her value in the books: should this not also have been shown in the case of the Black Hawk, which was insured, I believe at least £600 over her book value?

8. Captain Semmens has asked whether the Company will advance money for the disbursements of his white elephant, the Alamitas, at less than the usual 7½%. and I have told him that I believe the Directors will be disposed to deal liberally with his Co; and that Mr Shands should communicate with you.

9. The Diana from Valparaiso with wheat has arrived with much damage: I had hopes of doing her repairs, but the Captain showed me his charter party with Williamson Balfour & Co. of Valparaiso, in which Dean's name was printed as their agent. I was much surprised at this, as the Co. have been agents for this house in Liverpool, Balfour Williamson & Co. since 1874.

P.S. I send copy of the new ordinance consolidating the Customs laws, and a letter I wrote the Governor protesting against the increased duty on cut tobacco. Such an absurdity as protecting a foreign manufacture by the imposition of 50% extra duty on a British manufacture is probably unexampled in the history of any Colony. I have been introducing some of Wills's Flaked Honeydew of late, and the demand would probably increase, but the extra duty will stop it entirely. I now send a test order for 200 lbs Bristol Bird's eye from W.D. & H.O. Wills, only to be executed if the duty on British manufactured tobacco is ordered by the Secretary of State to be reduced to the level of that on American. If I can Wills can be induced to protest, the Secretary of State may disallow the new tariff which goes by this mail for confirmation. The demand for cut tobacco may not improbably increase.

11. I have to request special attention to the half Merino hogget wool per Cardova, beginning pink n° 44.

12. By this steamer I ship the Speedwell, Bleacher, and a few odd bales of the Company's wool, also the remainder of the screw. Shipping slip consigned both Shipping as usual.

13. I have engaged a Cooper named M^c Carthy, who came from Monte Video for last season; he is an excellent hand at man, and has saved a great deal already by selling pipe casks that other Coopers had condemned as fit only for firewood; as casks and shooks have been much wasted at Goose Green I intend to keep him there, and he will go out to attend the casks during the season. I think you will find that his services on board the Cordova have saved loss of tallow from leakage.

14. Answers reply to queries in Col. – 22 about the Church.

1. Population. About 500 in Stanley. It is difficult or impossible to distinguish the numbers of the different sects. and the information in the Census is most misleading.

2. Condition of the present building. Damp but badly ventilated, but conditions of walls and roof sound.

3. How many it holds. Mr. Brandon says 120 adults.

4. Average attendance ~~during~~ 11 weeks, given by Mr. Brandon, morning 115. Evening 106.

5. Mr. Brandon says that Government does restrict its grants the Church of England.

6. A public meeting was held in June, presided over by the Governor and addressed by the Bishop. Many hands were held up in favour of building a new Church. Subscriptions were promised to the amount of about £200, including the Bishop £100, the Governor £50, Mr. Brandon £25, Dr. Hamilton £25, and other smaller

sums. Mr Wallace is understood to have since promised £300, but this is uncertain; £200 from the Company being this up to £800. The Governor also proposes to subscribe £100 annually for five years, but this will probably be stoutly contested by the taxpayers. The cost of the building is estimated variously at between £5000 to £8000.

15. I have noted on the order 2 tons Gypsum, of which I have five tons in stock. I should hold this as a precautionary measure as I hear Mr Bonner's sheep are not looking well, and it may be necessary to dip the Canterbury sheep which are on his boundary with Sulphur in the dip. The Company's sheep up to the latest accounts remain in excellent order.

16. I have sent the Saucy to Sandy Point for a cargo of posts for fencing.

17. 4th Sept. The Lucan has arrived this morning, but the only letter I have is a closed one for Capt. Liddell of the Hamet, via Bordeaux, the Liverpool bag evidently being missing. So far as letter carrying is concerned, the present service is worse than the Black Hawks. I have received from Mr. Humphreys the following telegram:- "Steamers from Cargo promised each week with vessel plain cargo until fully satisfied."

18. Since closing the statement D. Hamilton has asked me to pay £5, being Masonic fee to L. Rose Clontarf Crescent: Co. Dublin. He has also asked me to write you about a cask of Whisky to come with the Co's cargo for Skie, about which he would be glad if you would write to his father, Major Hamilton, 28 Parnell Place, Harold's Cross, Grand Canal. Dublin. He wrote about this long since, but believes that his letter was stolen by Allen.

19. Enclose a note received from Mr. Brandon about the Church.

Yours truly
for Steamer Co.
Manager.

342.

Enclosures.

Copy Cobb to Governor
" Governor to Cobb re tobacco duty
1st Navy Bill No 655 for £215.10/.
Extra account Michael Hutchinson £2.0/.
3 Statements
Indent
Letter re Warwick Hunters
The following enclosures with duplicate
Dispt No 340
Dispt " 341.
" Cordova's tiers, & Statements
" Manifest & Remarks on Cargo
" Wool, Sheepskins & B.C. Tallow per Cordova
" Stanley C. Book, fol & Ledger Balances June
Cordova's 2nd Acct for £7.4.8
Stanley C. Book, fol, & Vouchers July
2nd ex No 653 for 24.19.9
2 B/L Cordova No 657.
Wool per Lascar
Martin to Coleman
Camp Wages 30 June
Acct of Deaths in Sheep 1890/1 & 1891/2
Summary of Cost of 2nd Dipping 1892
Distribution of Shepherds June 1892.
Ordinance No 10 of 1892
Brandon to Cobb

343.

Harden

via Sandy Point.

26th Sept. 2.

Sir,

The Matowan delivered on the 12th inst: duplicate of your despatch No. 610 of 25th July, original of which is missing

2. Ins. 2. My expectations as to the eradication of scab, which has been a stumbling block for so many years in fair to be verified. Returned last night from the Camp where I have been nearly the whole time since last mail left, and am happy to say that in the Darwin and Wagin Districts, containing at a rough estimate 6500 sheep, where scab has been met with yet, while in the Northern section of 40,000 or more, an inspection from flock to flock, about a fortnight ago, showed it was in 8 flocks at Marigwitta, 6 at Orgueta, all slight and this where the sheep last winter (1889)

F. Coleman, Esq
Secretary,
London.

were handed by the shearers. The present state of affairs is gratifying and much credit is due to Patterson. I reported some time ago that both Dawsin and Walker Creek sections were fully stocked mentioning that Bluff Creek in the former and Lee Cove and Walker Creek in the latter showed signs of overstocking; had an over supply of lambs therefore, been forthcoming from those sections they must have been sent to other runs, where they would have hampered Patterson in the good work he has been doing. With regard to your suggestion in this paragraph that more wethers or ewes might have been killed, this year was killing ewes that have had lambs the season before, as there is no tallow in them, and there were no wethers of suitable age to spare, the Walker Creek ones being boxing, and there is the Dawsin section having to be reserved for the supply of mutton. I am now killing four instead of

these ~~you~~ do withers at Government,
as they give more tallow, and an extra
fleece. As long as sheep will give good
wool, it pays better than boiling down,
which should only be looked upon as a last
resource for the disposal of old sheep and
for making room for younger stock when
room is scarce. Wethers pay better than ewes
as long as the breeding can be kept going,
as they give on an average about 2lb. more
wool, and take up no more room. All
these and many other points have been
carefully thought and talked over, and
as I have said several times before, if there
has been an error — and we do not
claim infallibility — it has been on the
side of prudence and will not, I think,
be regretted in the long run.

3. Par. 5. The remarks you
have to time about the local freight-
have been so conflicting that it is not
quite easy to get at the Directors' real
ideas. First, you were to have our own
steamer, and on 12th Aug/81 you informed

Mr Slaunde that the Directors agreed with me that the establishment of a steamer and hulk would be looked upon as opposition to us. Then this was overturned, and we were to give up doing our own carrying in favour of the Thomas coasters. Next, a reaction took place, and the Mount was bought. The Board considered causing me to think that after all we could do the work more cheaply ourselves. Now the vane points in another direction, and our vessels are to be sold to make room for the Malvinas. Are you aware that the Thomas Co. offered £3500 for the Queen, and that the Capricorn just sold by auction was run up by Captain Seaman to £3550, at which price Mr Dean bought her? Notwithstanding Mr Slaunde's bland assurances that if allowed to establish a coaster they will work cheaply without any hope of profit, it seems to me that he wants to get a footing here, and once established with a hulk it will

not be long before they will compete with us for shipping business, particularly bulk hire for German vessels, from which we have lately derived much profit. If the Germans carry our mails and ocean cargoes the Colony benefits, but I am very strongly of opinion that when once we admit into our coasting trade an alien steamer, which has for its avowed object the extinction of Colonial shipping, and the consequent throwing out of employment of a number of our own servants, we are embarking on a course which will prove of very doubtful benefit. I am also fully certain that shipping goods to our own places of measurement freight will be more expensive and troublesome than running our own vessels, which have hitherto been kept going most economically.

Having given my opinions as I conceive it is my duty to do, I shall do my best to carry out the Directors' wishes.

I should add, while on this subject, that it is reported on the authority of the Dean that the Company gave up their claims upon his father's advice, and that the latter then cleverly got his own vessel [illegible] at once; I merely mention this as current gossip which I believe to be absolutely devoid of truth.

4. Jas. I have not seen Captain Parks since my return, but will ask if he is disposed to negotiate.

5. Jas. J. When you make use of the expression "when you were making greaves" you appear to think we have altered our arrangements, and that the object of the press was to get greaves not tallow: the fact being that after all has been got from the kidney, inside and entrail fat that will run, the refuse is put into the press and yields 35 to 40 lb. of tallow worth 12/. or 15/., and a cake of greaves of little or no value at all. This has been the case from the first. While anxious to attend to all the Directors' orders I cannot perform impossibilities

and to mix the pate as desired is absolutely beyond my power for want of a pan or pans large enough to boil them together, although a limited quantity was treated so as an experiment. I think it would be rash to go into any extra machinery, until it is certain that we shall not be able in a short time to ship live sheep or carcases as they do from the Colonies.

6. Sir. J. Lucky from beams can be wrought to any required dimensions, if the ones shipped are for ord. they will be useless. The drawing was made by a broken down Engineer named Yarrow who came among the labourers from Montevideo last year, and the strength was calculated from Molesworth's tables. You could have got the capacity of the reservoir from Bunny, pivoine dated 31st Oct. 1878. The position of the beams is shown on the enclosed drawing by Yarrow, which please return when done with. The space underneath is to be used as a coal store. Yarrow was draughtsman, I believe, at Liebig's factory, but drink has brought him to the level of a common labourer.

and to me the fact is so strong, is absolutely beyond my power to express. I [illegible] [illegible] nothing of a [illegible] was taken as an experiment which should be read by [illegible] making out if it is certain that [illegible] able to [illegible] [illegible] [illegible]

7. Jan. 9. I did not return a letter addressed to Martin, had it borne his name it would have been delivered. I am anxious that the Directors should understand my feeling that it is not conducive to the Company's interests that any of their servants, and I do not except myself, should hold any direct communications with manufacturers on the subject of the supply of goods. I have reason to believe that Martin pocketed a very good commission from Engineers and others on the machinery &c. he persuaded you to buy when he was in England, and this sort of thing should not only be prevented, but any thing that would even lead to a suspicion of it should be discouraged. I feel confident that the Directors will support us in the view I take of the matter.

8. Jan. 13. Your remark upon the subject of the Uruguayan Consulate forestalls a decision I had arrived at not to accept it, as I could see no advantage in being connected with a not too respectable republic. I should not have liked to ask the consent of the other Governments Interested.

9. I am now, after inspection, able to report upon the North Arm press. The box is not made quite according to my specification of 24th Oct. last. The iron work on the two top bars is unnecessarily heavy, and the clasps which hold the boards to one another, vertically, were not ordered. All this iron brings the weight of the box to within a few pounds of 18 cwt. The through dowels specified which are of great service in strengthening the board have been omitted. The press at Darwin, improved by the long bars, is now as nearly perfect as could be wished, and the new pumps are excellent, although they are incorrectly stated as 1" and 2½", 2 inches being the diameter of the taller without the smallest doubt: The Darwin press having been supplied last year for a 5 ft. box, and given satisfaction, it is a blunder very Characteristic of Sykes & Co to have sent the North Arm press of different dimensions, as follows:— Darwin press

lengths of standards between collars
10 ft. 8 in.; South Ars... 9 ft. 1 in.,
Darwin pullet head 3 ft.; South Arm
2 ft. It will be easily understood
that in consequence of the shortness
of the pans previously reported, the
bottom and top cannot be brought near
enough together to make a bale of the
desired size, a mistake for which there
is no excuse with my last years' experi-
ences at Darwin for a guide. If it should
prove necessary to put the box up twice,
the shortness of the pullet head will be
a disadvantage; but this cannot be
altered without lengthening the tension
bars also, and as I believe that the 5 ft.
box will hold a good weight at the first
filling, and only want putting up once
to make a bale, I will at present suggest
no alteration but the longer pans already
ordered, which absolutely must be sent
at once to enable the wool to be properly
pressed. I hope, however, that it is
already in course of being supplied. The
fig. B. pumps have a very short stroke,
the effect of which I cannot at present
report upon.

10. In further reference to the Malvinas, as we have given up our sailing vessels in favour of the Steamer mail boats, and the coal freight carried by the coasters will be mostly influenced by us, I think you should certainly ask for a commission on all our distributions.

11. The C. A. Belyea from Rio in ballast. was wrecked on the Ubanie Rocks on the 16th and washed ashore in Berkeley Sound. She was sold by auction for £5.10/-

12. While in the Camp I had the line of fence from Bodie Creek to Adventure Sound lined out. Taking advantage of about a mile of ponds it measures 6 miles 2 furlongs and 165 yards. I have contracted to put this up at £16 per mile and the half mile at Davis has been taken up Bodie Creek, while the Store is landing half the wire in Adventure Sound and the Shipyard will share very shortly with posts from the west of the Star of Brunswick. I went to Bull Point this trip, and found that the schooner could get a full load of wood and copper from the creek.

13. During my absence the German corvette Moltke from South Georgia arrived for coals, which Mr. Langdon was unfortunately obliged to buy from Davis Enclosure to the amount of 310 tons. Having advised you long ago that coals must be ordered unless the Company bought those in the Channel I am surprised not to have heard already that a supply is on the way. Some time ago when we scarcely sold a ton for years too much was put regardless of my advice: now that I have established a little trade with our own men of war, and steamers are decidedly on the increase, there appears to be a kind of unwillingness to write for the business at least if I may judge from the rejection of the Admiralty contract. No doubt the shipment asked for is already on the way, or I would suggest its being increased to the full capacity of the piers of Bay, i.e. 400 tons.

14. The Governor has bought the remains of the Margaret for £20 after I had taken from her all the wood that was of any use, and am glad to get rid of such an incumbrance.

Falkland Islands Co

Stanley Buenos Aires Zuimaran Antwerp

[illegible] 9094 5 2 cases Cut Tobacco
2.05 Net ℔ £30.0.0

£30.0.0

2 " "

Importer

15. Send a copy of a scale of charges for warehousing bonded goods, and a letter I wrote protesting against the same. The duty on 60 cases which amounts to £60, the rent at 4d per case per week, £1 per week, thus the charges amount to £52 per annum to cover the immediate payment of £60, or the ridiculous interest of 86% per annum. Await to know if London wine merchants do not keep large stocks in bond, and if it is conceivable that they could possibly afford to pay such ruinous rates per rent. The Governor has up to the present time carried on his business quietly and inoffensively, but I am sorry to say that from several things that have occurred lately an opinion is gaining ground that he is going to head upon everyone's toes and harass in turn every interest in the place.

16. 28th Sept: The Narda has arrived this morning, and I have your despatch No 611; but I regret to say that

[illegible] and have consequently written a [illegible] of 600, but ~~but~~ no triplicate having been forwarded.

17. 611 - 2. I trust that the matter of rolling up and eating will not be overlooked, and that the Brokers will be good enough, if not too troublesome, to draw up rules and at as pages.

18. Jan. 5. Accounts will have been by my letter to Foweek, the bankers were could be shipped with advantage from Hamburg.

19. Jan. 7. Mr. McDonnell's station is for sale price £12,500. I suppose the Directors would hardly go in for it.

20. Jan. 9. I believe that the proposed tax in P for this year; but I shall not fail to give you information when I get any.

21. Jan. 12. I believe that Mr. Philips will make himself liked; but he is heavily handicapped by his predecessor's unpopularity, and there can scarcely any subscriptions from the men; as however I hear that the Rev

Church guarantee him £250 a year, this will make no difference to him.

22. Jan. 14. The remarks on Shepherds Clean a total misapprehension of the system of shuppanning here: the fact is there is no business that more entirely depends upon the skill and care of one man, the man who superintends the dipping, aided, though in a less degree, by the care taken by the shepherds in making a clean gathering of the flocks. If the sheep are not properly dipped the best of shepherds can no more avert evil than a wooden post, and all he can do is to report it - when he sees it. Danger of infection must remain in the ground and upon posts for some time. The one man to whom the improvement is due is Tattersall.

23. Jan. 15. Tatterson asked me lately to apply for 12 or 15 Romney Marsh rams, and I think they should be sent by mail instead of per Tattersall vessel which always arrives after the rams have gone out. I suppose the suggestion that ewes might be sent in lamb is not meant as a joke, and must be answered seriously, and so I will only remark that to have ewes lambing in the

middle of winter, if they have not already shipped their crews on the voyage, would be — slightly irregular.

24. Samp. Does not. mention whether he means the number of shepherds; but as several have left you would do right to send out Malcolm Bethune. I remit the ranks as far as possible with the rising generation, which is cheaper than getting men from Scotland.

25. Par. 16. It happens that Martin was informed of the sending of his case directly it occurred, so it is unnecessary to take any further notice of the matter.

26. Par. 19. Upon your advice about steam coal my remarks in par. 13 must be considered cancelled. The greatest number of tons that can be discharged into our hulk per day is the greatest number that the ship can put out, a question that can best be answered by the master of the ship.

27. Par. 20. I have no time to go into the question of the jetty, but I have a distinct recollection of having soundings taken by Hawkes and sent to you years ago; this I will look up.

28. Par. 21. I would not take

Abraham Clark tempting among Com-
mons and Surrounded the question
more by way of pleasing to Com in Com
mon of the Highlands in Scotland as
all the Lands with Except both Company
men or the old men being all Employ
Lumberers employ, towards the Com in
is fixed for the present. If Scotland
rightly be more a better name, subscription
on the ground.

Do. Jan 22. The Lording
with question is a Common and The
Company or Proprietors employed
about Lumber with Lording
might about by Law or a Company
Trustee the Company on this Highlands
with 1/2 of Lording mile in Scotland
or may not for mile. The quantity
and Lumber 60 Lbs. of Ground pulled up
for 120 f miles of fencing. If Lumber
Highlands are willing to sell Lumber any
get planning what I cannot dispose of
free of freight by not selling wood.

Andrew Carfe enquiring about my low wages, and I recommended the question more by way of placing his son-in-law, one of the shepherds, as I could do so at the time with benefit to the Company, one or two old men being able to employ themselves usefully: however the hour is fixed for the present: if I could rightly be a better master, not often on the sport.

Same day.

27. Williamson's matter may be considered thus end.

Do. Jan. 28. The binding wire question is a serious one. The swingers or droppers are now placed closer than 1000 to the mile, each binding weighs about ¼ oz. thus on a 100 wire fence the swingers are tied to each wire with ¾ oz. of binding wire, i.e. 1750 oz. or say 1 cwt per mile. The quantity sent here was, 6 Tons 6 cwt: would suffice for 126 miles of fencing. Gillam. Rylands are willing to wait. I would suggest returning what I cannot dispose of free of freight by next sailing vessel.

31. Jan. 25. The inspection of the wool bill is noteworthy in the cases of my brothers actively and the Petalugas; the former occupying about 12000 acres would pay about four times as much as the others who rent 100,000, and only possess 1800 sheep.

32. Jan. 24. I am most concerned about losing Hawkes, whose equal it would be difficult to find. I have only temporarily filled his place, and I must have a sea-faring man of sobriety, accustomed to boat work and boarding ships, ~~[illegible]~~ to all kinds of ship work, stowing cargoes, &c., with a knack of managing labourers, and carrying on work generally; such a man Hawkes himself would be best able to find you among his seafaring acquaintances, knowing as he does the exact nature of the work to be performed.

33. By next sailing vessel please provide a passage for Mr Lobb Collins, 4 Bedford Court, Bedford Sq., and the cost, which must be agreed upon beforehand, will be paid here by Mr. Follett.

ee

3rd. Any questions not fully answered in this despatch shall be enlarged upon next mail.

I am, Sir,
your obedient servant,
Fred.k Cobb.
Manager.

Enclosures.

Dis.ch No. 342
2 B/L per Luscar
1st ex No. 658 for £090.
Dup.te Indent & Statement
" Jnl & Cash Book July
2nd ex No. 655 for £213. 10/.
Cobb to Govt. 15 Sep re Rent
Copy of Govt. Notice &c
Stanley Jnl, C.Book & Vouchers Aug.st
Plan for S.Green Tank
Taps for S Green tallow works
Shipping Report
Statement
Indent No. 7

Falkland Islands Co.

Stanley Harriet British & Liddell London

E	9697/70	6 casks	Stout 24 dgs 6	= 12. 0
	9703/6	4 "	" 24 - 3	= 6. 0
	9842/73	32 cs	Whiskey 64 qts	= 32. 0. 0
	9647/76	30 cks	Ale = 120 dgs 6	3. 0. 0
				£35. 10. 0

£35. 10. 0

October 2

Stanley

October 2

344.

Memphis. 2nd Nov. r.

Sir,

Since my last I have received your despatch bag, which arrived per Hornet 4th October, and original off Rio per Malvinas from Sandy Point on the 15th; the latter bag having been found in that very happy-go-lucky place after the departure of the Hornet.

2. bag- 3. No application has been made with regard to Alfred North; should his passage money be paid or guaranteed I will advise you.

3. Part 4. The statement made by the Captain of the Ella is false from beginning to end; he did not first of all call at any office, but went ashore in a boat to the Swans, afterwards calling upon us, having already arranged to take his schooner as a lighter. His story about returning to any office is a pure invention.

J. Coleman, Esq.
Secretary.
Londonderry.

he only called here once. As regards what he calls throwing the sweepings of the deck overboard, the real fact is that he had the deck piled up above the rail with coal, got up for the purpose of cooling it, and after he had decided to throw his cargo overboard, he deliberately, and in defiance of the Harbour Regulations, was shovelling it over the side, at night, when his proceedings were reported to the police. The "instigation" of some of the officials means that the information was given by the Company's carpenter late at night. I do not recognize him as an official, nor did I hear of it until some days afterwards, when I thought it an unnecessary piece of interference, but still one with which I could scarcely deal, as it was a private act, entirely outside his duties as one of the Company's mechanics. I think that in justice to the Co. these facts should be placed before Mr. Mudge, they can be fully

corroborated by Hawkes, who boarded the Eliza first. Upon should either get the Liverpool agency confirmed, or send me the cards backed for with the name struck out. It is time that I should speak plainly about the way shipping business is carried on, although to publish it would be libellous. The fact is that emboldened by success the Dears are becoming more and more unscrupulous, so that the inducements held out to Masters are now far greater than can be given by any one honestly: two cases I know of. The Mohawk's account, nearly 2 years ago, was something over £1000, out of which the Captain received a draft in favour of his wife for £150, and the Alumina, four months under repair, costing £1500, earned for her Master a similar bill for £200. The repairs of the Mohawk, five months in hand produced an account amounting to £6621. 3. 3, which I believe, though I cannot prove it, to be an audacious robbery, nor do I know the Captain's share

of the plunder. These affairs are getting talked about in a sort of whispers, and there may be a crash some day; in the meantime the only thing possible to be done is to get as many agencies as possible, so as to take the choice out of the hands of the Captains.

4. Jan. 5. I am surprised to find that I did not send the size of the glass; it is for the back lobby door in my house, and you will find the description in Clark Thaw's invoice of 16th Sept. 1879. case no. 1008. size of panes 46 3/4 × 16 1/4, the head of the panes being round, a card pattern the exact size was sent to Clark, who may have kept it. If possible I should like these sent by mail.

5. Jan. 7. The agreement with Capt. Liddell is amusingly vague, as amateur law is apt to be; it states when it is to terminate if he obtains employment, but is dumb as to the time should he not do so. I have

tried to gather from this confusing document the real intention of the draughtsman, and have agreed to pay Captain Liddell full pay up to the arrival of the mail, with board, after which he receives half pay for the voyage home. The mate was not suitable, a working man is required here, not a certificated master standing over the hatch in brass buttons with a book and pencil; I therefore arranged with Mr. Abrams to get him out of the vessel at once, allowing him half pay, £1 a week for board, and a passage home, as per Enclosed memo, bringing the boatswain aft as acting mate. Seeing that the vessel was not to return to London, it was a mistake to ship men who wanted half pay at home, and to throw on him the responsibility of continuing the half pay even if they leave.

6. I have again asked Capt. Sachs if he would sell on any terms; but

all he will say is that he is satisfied that the Company would never give him a sum that would yield an interest equal to his income. What that is I do not know; but I doubt if £20.000 would be accepted. Captain Tache goes home again after this season, and has re-engaged Mr. Manuel as his manager. Undoubtedly his plans would add much to the value of the Company's establishment, and is capable of improvement.

7. I have now to make a few remarks upon the Mount. It is the general opinion that her masts have been unduly shortened, taking into consideration that she has been also deprived of her yards. These cannot now be lengthened, whereas had they proved too long here they could have been cut. I remember Tait saying that when he fitted out the Lotus he protested against cutting the masts, and saved them, and the same should have been done with this vessel. The sails are made round in the foot instead of placing to the boom. a fashion

introduced from the U. States, Indiana, by which the fore and aft sails are made to sail flatter. Noticed that the main-mast has very large and deep rents. The anchors and chains are considered by all nautical people too light. Bill boards for the anchors were wanting, and had to be supplied. There is no gangway for discharging cargo, which will have to be cut. The main hatch is too small, and badly placed, too far forward that it overlaps the fore rigging by two feet, and cargo coming in or out will be liable to strike the aft chain; this was a great oversight considering that new coamings are put in, and might have been placed right. Some of the deck planks are full of knots, and it has not been well planed. The hold is too small and the forecastle too large. The galley instead of taking up stowage room below, should have been placed on deck abaft the foremast, but the hatch being so close up to the mast prevents this. Several of the stanchions are rotten, and it is strange that they escaped the eagle eye of Mr. Magee. The long boat is

very well for a long voyage, but of no use in coasting, where she has to be taken in and out frequently, and, again, drawing so much water she is unfit for beach work. A shallow, flat floored boat of good beam is the kind required. It seems by the photograph that there used to be davits and chips; it is a pity these were not left. If the idea in fitting up the cabin was to produce the greatest amount of discomfort and inconvenience, it was a stroke of genius to construct it without a water-closet; but in such matters I am aware that Falklanders usually expect too much. Still, if the Directors agree with me that the schooner should be made fit to carry ladies for a week or so, perhaps they will send me a ship's closet, as in the Blundell & Sons Brothers' catalogue 3rd Edition, and I will use the pantry for the purpose, keeping the crockery elsewhere. The provisioning of the vessel was on a scale which I should hardly like to

pintoke. 5 gals Rum. 5 gals Whisky,
1 doz Brandy. 1 doz. Port. 4 doz. Ale, 4 doz.
Stout was what I should call a fair
allowance for three people for the voyage.
more in fact than the local schooners have
been supplied with in ten years. The Stout
being insured for £1500 I conclude she
cost a great deal; the Fair Rosamond, of which
I send a photo for comparison, was fitted
out by Rowland for about £800, and she
will carry more cargo. Of the five schooners
sent out by the Company the only ones fitted
out with any reasonable regard for the wants
of the place have been the Toilers & superintended
by Fair and the Black Hawk by Campbell.
The Ann Brooks promptly committed the
happy despatch in a storm of ridicule, the
Sparrow Hawk was an expensive failure,
and the Stout possesses the defects I have
enumerated, the lesson to be learned from
which is, never if possible again, to ask for a
vessel of any kind unless there is some
person of local experience at hand to look
after her. My first impulse was to

say nothing at all about the Vessel, but I thought it better afterwards to give my opinions although I wish they were more favourable. Against her defects I have to report with pleasure that she is an ornament to Stanley Harbour, and, when there is wind enough for her crippled sail power, very fast. Last Sunday in a very strong breeze she came in from Darwin in 6 hours, a performance that has, I believe, never been equalled. The boatswain informs me that you told the crew that she was to run the mails between Stanley and Monte Video.

8. With reference to a patent slip, my despatch 207 - 11 gave the soundings of the beach you ask for. Captain Leidell is satisfied that a ship would answer here; I am so confident of it that I would willingly put money into it personally.

9 I send a sketch of a receipt form I wish printed, with a counterfoil and numbered; this will be of use in checking the cash book as far as regards money received from sundry sources.

10. Can you tell me if it would be an unusual thing back to make a portion of the store a bonded warehouse, giving the key to the authorities?. Not only is the rent prohibitive, but it is reported that the Governor is going to insist upon all excisable goods being landed at the Government jetty, duty paid or not; and as that is half a mile from here it will be a great expense to the Company. He is just now objecting to the Dean returning an over supply of rum to England, alleging that it has been entered for the use of the Colony, and that duty must be paid, no drawback for re-exportation being allowed. Certainly you are behind the age.

11. Captain Liddell takes an account of the soundings for a jetty and slip; my idea of the jetty is that it should extend 150 ft. outside the present one, the T piece of which is formed by the Williams Chand. There is a little water alongside the latter but the Malvinas, coming alongside to land posts, grounded some distance off and had to wait for the tide. My idea is that the jetty to be useful should be 15 feet broad with a T piece at the end 120 feet long and 30

feet broad with a warehouse for rough goods on the end and a crane for lifting heavy weights. I mention this length as being necessary in the case of having a vessel of 400 or 500 tons lying alongside to discharge. Should the Directors be inclined for a more ambitious project, a wharf alongside which the mail steamers could come to discharge I will get Capt. Liddell if he has time to take some soundings further out.

12. Captain Liddell, I should mention, has brought out the Mount in good order, and is, I should say, a very careful trustworthy man.

13. I am happy to say that I have succeeded in picking up, I believe, enough hands for the season in the Camp without going to the expense of sending to Montevideo.

14. I send a portion of an order for the February vessel, which will be supplemented next mail. You will of course have understood that an order for wood sent last mail was intended for the first sailing opportunity.

15. The barque Avona has been totally wrecked near Port Salvador.

16. Should you have made no arrangements about a successor to Hawkes I will put him out of doors and manage work in the hands of Mr. Hawkes, lately the pilot who has resigned his appointment owing to being unfairly treated by the Governor, and has applied for the place. He is a sober and trustworthy man.

17. Thinking that Mr Dyason will be interested to hear of the missing mail and the Hornet. I telegraph "Factious Hornet found October".

18. The Memphis carries 60 bales shearlings brought from Darwin by the Hornet.

19. The orders for books having been made up both for Darwin and Stanley, and sent to Murdie's library. I shall be obliged if you will send marks and numbers for the Pendant at the end of next month, as well as pay for them, as requested in the statement.

20. I send copy of a letter lately

received from a man named Bernard at Goose Green, making serious charges against Martin, who has furnished me with a lengthy reply, of which you will also receive a copy. I shall investigate the matter, and quite expect to find that Martin has been tripping: I have never had any confidence in his integrity, and believe him to be a man of no principle. Bernard is a man of good education and I think has been too deep in Martin's confidence: it is a case of two rogues falling out.

21. The Memphis arrived at dusk last night, and has brought your despatch 613 and dup. of 612, also flour from Norwich, for which they have drawn on London for £374. 4. 1.

22. 612 - 1. The arrangement with the Governor seems very satisfactory, but the want of a Government contract is most serious, and I cannot understand the hesitation that exists about making it. H.M.S. Ripleman arrived last week, and the Engineer told the Storekeeper that the coals taken last March (ex Gladiator) were not worth the trouble of getting on board, that there was no contract yet,

that it were a carrier turn, and he should give them the coaling. I fully expect to hear that they have the Admiralty contract, and that we are shut out altogether.

23. I am not much inclined to take Guano Mercer on, unless his breath has much improved. With regard to Mr. Herring, as Martin's engagement ends next year, and it is uncertain what he will do, it would be rather absurd to get his wife's sister out; perhaps this is put out as a feeler, for the purpose of finding out what the Company wish to do with him.

24. Sat. Capt. Spiegelmund has this morning informed us that the sale of 1,000,000 tons Guano has just taken place, and that Peruvians are the purchasers; this is the agency I recommended you to look out for, and my being Chilian Consul might be an inducement.

25. There are enclosures in the despatch per Inverness, which would have been better by mail, for instance the letter for Mr. Abrams which he will not get now.

26. 610—4. As regards the facilities for coaling, the matter is in your

hands. and I will give any facilities the Directors like to afford, bearing in mind that Labour in Stanley is scarce, and that I do not keep a staff of boatmen or labourers. A steamer entering the harbour could steam alongside the hulk, but if she anchors first the Captain seldom will move. When a man of war coals she usually takes with her own crew 100 tons a day, but that depends upon the number of men I were me to have to deliver the coals over the side 30 or 40 tons a day would be good work.

17. The Bounti accounts only serve to confirm my opinion that the Company is not in a position to buy a vessel on terms that shipowners by trade would do, the latter would starve if they had to pay at such rates, but there is no use saying anything more about it.

18. The Directors having decided to buy a steam launch, I shall proceed to dismantle the Fanny shortly and convert her into a lighter. It has been suggested to me that a horizontal boiler is better than a vertical one.

29. Captain Liddell's investigations this morning show that it would not be necessary to go much further out to get 20 ft. water, or enough for the mail steamers; with wharfage rates made compulsory by ordinance like dock rates at home this might pay. Captain Liddell has all particulars, and is full of the project both as regards the jetty and slip.

30. Jan. 10. I have received cash from Capt. Witting, and released the cargo, which has earned for the Egeria £585. Upon reading your despatch I have given him a draft for cash to the amount of £297 1/. which up to today I had refused to do, not wanting money. Captain Witting having asked for a gratuity larger than the usual 5% commission, and the earnings of the Egeria being clear profit, made without the expenditure of a sixpence, I thought it not too much to knock off the £85, still leaving the bulk £500, making the advantage gained by the Captain more like what he would have got elsewhere, though given without any cooking of accounts.

31. Jan. 11. As you are providing for lambing in pickets, how do you propose that I should keep these unfortunate animals? I should place very little reliance in any report of Mr. Dean's about his sheep, and that they are improving his flocks very much is a little too absurd. Question of future are very remote from them yet.

32. Jan. 12. All I can say about Mr. Baillon is that he is a very sanguine man. I think he is using the money borrowed at a very cheap rate to send out goods that he could obtain through the Company, and this should hardly be done to any large extent.

33. Send by Captain Liddell the Vices of Berg's Chronometer; I must always keep the Hornsby here in case of sending a schooner any distance. I also send the wheels of a differential pulley to be supplied with a new chain, some watches for repair, &c. &c.

I am, Sir,
your obedient servant,
Fredk. Love.
Manager.

Enclosures

Enclosures

Dupt No 343
" Jrl & Cash Book Augt
2nd ex No 150 for £700
Stanley Jrl, Cash Book & Vouchers Septr
" Ledger Balances 30 Sep
" Wages 30 Septr
Memo re Make of Kennel
Copy of Bernard's letter
" Martin's reply
" Cobb re Barker & Mow
Remarks on Stores per 'Narda'
Shipments per Memphis
Indent
Coleman to A Resident (West Colony)
Cheque for £40
Dupt Summary of 2nd Dip
" Actl Deaths of Sheep
" Wool Sep Mail
Shipping Report
Statement
Receipt Form

Falkland Islands Co

Stanley Nebo Gaman Schreers London

[FIC]	681/720	40 Whiskie	2160 gals	27.0.0
	291/330	40 ct - 160 doz	Beer 6	4.0.0
	331/340	10 - - 60 - pts.	3	- 15.0
	333/44	12 Kegs Whiskey	124 gals	62.0.0

93 . 15 . 0

27th November 2

Fredk Cobb

F. R. Cobb Stanley Falkland Islands
Importer

27th Nov 2.

Fredk Cobb

Falkland Islands Co.

Stanley Nov 2 German Schooner Hamburg

1 pc 34 1/2 2 cases cigars
wg 25 lbs = 64. 10. 0

64 10.0

2 Nov Stanley November 2

F. E. Cobb Stanley

Importer

24 Nov Nov 2

Stanley.

F. E. Cobb.

Stanley Nelson German Schweres London

Address A/ 1 / case Champagne 2 doz. @ 4/6 = 9.0
" 2 / " Whisky 2 = 4 gals @ 10/ 2.0.0
1 Cask " 2 gals. 10/ 10.0.0

£ 12.9.0

12.9.0

y/s Nos. 1

Thos Cook & Sons.

Frederick Cobb Stanley Sam Neuberger

y/s Nos. 2

Thos Cook & Sons

Vo Ko
Sandy Point.

Feb. 1861.

Sir

The arrival of this vessel at daylight yesterday morning 29th days from Dartmouth, took us by surprise and found us quite unprepared however I must answer your desp. 614 as best I can under the additional disadvantage of having only just returned from Darwin.

2. Par. 2. Everything was taken into account in arranging terms with Captain Jones. You are utterly mistaken in saying that I complained of the treatment of the passengers out; on the contrary, Capt. Jones was very kind to them, and supplied them with food from his own stores. What I did complain of, and what I think was exceedingly shabby, was the charge made for the passages, £60, and making them bring their own bedding and cabin furniture, supplying them only with board

J. Coleman, Esq.
Secretary, Londard.

three pounds worth of provisions, so bad in quality and deficient in quantity that they had to depend upon the generosity of the Captain to keep them from being half starved. Seeing that Mr. Philips furniture was brought out partly free and partly at 50/. per ton, it does not seem right that high rates both for freight and passages should be demanded from clients of the Company, apparently because they have the misfortune to be my relations.

3. Jan. 8. The correspondence with Messrs. Wills was not found enclosed.

4. Jan. 11. Should have stated more explicitly that the letter received for Capt. Liddell was inside an envelope addressed to me, in which was also the Bill of lading, but no letter from you.

5. Jan. 13. Riggs considers that it would not do to depend upon any wood here to fit up the steam launch and that the pieces that have most bend should be shaped at home: the

rest can be worked if sent on in the roof.

6. Par. 14. If you are determined to carry out the lambing project the best shall be done on this side to make it successful. I think it however questionable and I am confirmed by Fallowsi opinion whether it would not be desirable to run the Flame of Mark cross throughout the sheep before we mix too much with other breeds. The quality of the South Down hogget wool this year will be instructive.

7. Par. 15. I shall be cautious with Mr. Caley, to whom I could rent no shed room during the working season, as there is not an inch to spare. There is always a fair amount of fat on a sheep all the year round, if healthy and on good pasture but there is the most during the autumn, even on the best sheep, so that it is more profitable to bail down at that season.

8. Par. 16. I am much obliged for your repudiation of Mr. Bolle's charge, which deserves no further notice - Yours &c

aware that Capt. Spiting brought down cash from Montevideo and that I gave him a bill for £ 297. 1/ in exchange for cash. By your letter to Yonack you are evidently in possession of all necessary information about the cargo.

9. Par. 21. It would be a good thing to get the Surveyorship for Lloyd's Register for Biggs; I did not move in the matter because I knew that they are so particular about the qualifications of their Surveyors that it would be hopeless to try; there is not one in the whole of South America.

10. As mentioned, I have lately been in the Camp. I have not yet got complete accounts of the last cutting, but can report favourably of the health of the Camp. In the outside Camp there is no seal whatever in the North Arm section, as far as I heard, under 70 cases, of which nearly 60 were in one flock, Egg Harbour, where it still hangs about the ground and rocks.

Of the Walker Creek section I cannot report as I was not in the district, but I have no fear of anything being wrong there.

11. I went into the Bernard-Martin dispute, but although I questioned several people I could get no corroboration of the charges, and could therefore only say that they were unproved. Several of them are very trivial, the only serious ones were about the use of coal and spoiling the tallow, and Martin admitted that he had helped himself to fuel, though not to the extent alleged. I have not for a long time had any opinion of Martin as a man of principle, and he quarrels so persistently with all the Superintendents and Overseers and has so little command over the men, that I believe the interests of the Company will be best served by superseding him when his agreement expires next year.

12. The Inverness arrived on Sunday the 19th inst. and will be discharged today. I had only just time to get the Pias ready, but fortunately there was no delay.

13. H.M.S. Ripleman was at Darwin from the 15th to the 18th; and is now cruizing round the West.- H.M.S. Firefly arrived last night with orders for the former to go to the Plate immediately, she is taking the last of the coal out of the Inverness direct, and proceeds at once to relieve the other; upon her return she will coal again. I hear that H.M.S. Thetis is ordered to call from the Pacific to take away our convicts.

14. The passengers by the Yeke are Revd J. Torrens, Bonney & family, Mr Gwynn the new Colonial Secretary, the two Messrs. Bessides some steerage passengers.

15. The Governor has created some confusion this time by issuing the enclosed notice, by which Liable

goods have to be separated, and takes half a mile up to windward to pass under the eye of a policeman. Fortunately I was able to get H.E. to listen to reason yesterday, and he gave me permission to land the ale here; further, I have hopes of getting him to allow a portion of the liquor store to be a bonded warehouse, and he is willing to allow me to land cargo at the Company's jetty upon paying a policeman's wages for the time occupied in discharging.

16. Capt. Seemann informs me that Capt. Danielsen has advised the Khamaseen Co to prohibit this steamer from going alongside the Egypia. We have had them at different times to Kenneh, Hardu, Ramses, Thebes, Memes, Luxor Sabkhanah and Ibis, sometimes outwards and sometimes homewards, without any complaint reaching my ears until the present one, to which I have only to say that if Capt. Danielsen would take the trouble to put chafing gear on his ropes as others do he need be afraid of no damage. The Ramses was hanging to

the hulk in a heavy gale last June, and no harm came of it. I am discharging the present cargo in the Spirnaz as she happens to be in, but it is a tedious affair: and today she is doing nothing as it is blowing too hard for a small vessel to lie alongside, whereas had the Netherlands put alongside the hulk it would have been all discharged by now. Unless wool is taken direct from the Egeria we may as well give up patronising the Germans: however I have faith in Captain Hermann's being able to get over the difficulty, his efforts to please and study the convenience of all in the face of considerable difficulties being well worthy of recognition.

7. The Governor is tackling another ordinance, one to consolidate the licensing laws: in which he proposes to take the licensing away from the Magistrates and place it in the hands of the Treasurer, otherwise himself. It will be contested and petitioned against I expect, as it is another step in the

direction of making the Governor more open attentive than he is at present, which goodness knows is enough already.

18. In consequence of the Sitka being before her time she is not to have the mail until tomorrow afternoon (29th inst)

19. The fence between Bodie Creek and Adamtun Sound has been completed, and part of the materials for the North West Arm fence laid on the ground, the whole having been landed, half at N.W. Arm half at Killoffat St.

20. I have taken from Capt. Heggum a quantity of spare materials left after rigging the Barks of Argyll and Thurso for which I give him a bill on London.

21. After further conversation with Biggs about the launch I agree with him that the planking should be prepared and numbered ready to put on; for more than a year no carpenters have been obtainable owing to the suspension of ships, and as little as possible should be left to be done here.

22. Messrs. Tyler & Co are very trying to the patience of any one but a Job. Is it not clear to the meanest understanding that a new press was required like the one erected last year at Darwin, and that when it was discovered that the bottom and the top could not be brought near enough together, thus necessitating a longer ram (see their letter 2nd Feby/02) which was actually supplied, the new press should not possess the same defect, more especially as I drew attention to this in my 323-27? And yet they sent out the press with a short ram in the same ship with the long one that had been found to be necessary. The consequence of this piece of stupidity is that the North Ams bales this season will be very bulky, and that bought enough weight. The box must be lowered for a second packing, causing loss of time and additional labour, whereas a 5ft box properly packed will hold sufficient wool to make a fairly heavy bale of the ordinary size when put up once, if only the ram is long enough.

In their letter of 2nd Oct. they say as only one short pumps was supplied one copper pipe was sufficient – What can they be dreaming about? Their invoice per Cordova dated 17th Feby. gives "1 pair of 1" & 2" Fig. B. pumps" and, further on, "1 set press pumps 1" & 2½" Fig. C" – for their two sets I repeat that they have only supplied one pipe. Even the pumps are incorrectly described, for the Fig. C are 1" & 2"; so the 2½" leathers asked for will not be wanted. Now what I think you should insist on is that they should supply the ram and cylinder required, delivered here, and allow full price for the one which is unsuitable entirely through their neglect; it has not been used yet, but it makes me angry to think that it must be, now, throughout the season turning out hay bales at an additional expense for labour for which you will get no redress. You have bought a good deal of machinery from Messrs Tyler, and their work is always good; but their mistakes are so numerous and annoying, that unless they will meet you fairly and done properly for their carelessness you should go to some other Hydraulic Engineers in future.

23. I send copy of correspondence with the London & River Plate Bank which explains itself. I wish to know how the Bank can pay a cheque when the customer who draws it has no balance in hand.' Say a bankrupt for instance, - would it not be returned marked "no effects"? The reason I was so long in answering was that Mr. Weldon's letter was delayed at Sandy Point which I am told should have come per Lusca. I have now placed the matter in Mr. Dettleff's hands, on whom I consider the responsibility rests.

I am Sir,
your obedient servant.
Fildes & Love.
Managers.

Enclosures on separate sheet.

Enclosures.

Prin.ᵖˡ Vᵒˢ Stub. 1a.
Duplᵗ Jrl, Cash Book &c.
" Ledger Balances
" Remarks on Stores
" Statement & Indent.
Memo on Licensing Ordinance 1892
Customs Notice
Standing Jrl, Cash Book & Vouchers
Address for £6 ordered 27ᵗʰ Feb.ʸ 92.
Correspondence with River State Bank
Order for Drugs
Memo & letter with address for
payment ordered
Statement
Indent
Shipping Report
Abrams letter returned

Falkland Islands Co.

Stanley Nov.o German Schooner M. Video

F E Cobb 1 bal Cigarettes
wt 0241bs 0 3/. 18. 12. 0

1 bal 18. 12 0
30th November 2
Landed 30th.
F.E. Cobb Stanley
Importer

30th Nov.r 2
Landed

Falkland Islands Co

Stanley Nchr German Schooner Hamburg

T. A. Z. 10 casks German Beer
con[tinue]d 160 gals @ 3- 4/.

2. 0 .0

30 B. Nor 2
Jackson
F. D. Cobb Stanley Sam
Instructor

30 B Nor 2
Jackson

Falkland Islands Co.

346.

H.M.S. Rifleman. 5th Dec. 2.

Sir,

The departure of this vessel for Montevideo enables me to send duplicates of my despatch per Teko.

2. On landing the cargo from the steamer I find that the barbed wire fencing was not shipped at Antwerp. The agent received the order in plenty of time, and must be responsible for this annoying piece of carelessness.

3. I regret to state that the South Arm press broke down after the third bale had been made; it will no doubt be repaired by Martin, but will I fear run me rather close for the required number of bales per steamer.

4. James Campbell of South Arm tenders his resignation a month ago and is now anxious to cancel it. I am by no means certain that it would

H.M.S. Rifleman
Portland

[illegible] London.

be desirable to do so, as Campbell, in consequence of certain unpleasant matters that have occurred of late, has lost all influence in the North Eastern section.

I am, Sir,
your obedient servant,

Edwd. E. Cove.
Manager.

Enclosures.

Resp. desp. 345.
" Indent
" Memo. on do.
" Statements (2) 29 Nov.
Statement on account
Copy letter Campbell to Cobb, 4 Nov. 2 Dec.
Extracts. Martin & Patterson to Cobb
Additional indent.

P.S. I should note that Messrs Vorwerk's quotation for Fallen's barb fencing, f.o.b. Antwerp or Hamburg appears somewhat cheaper than Dennis's

347.

S.S. Rance

via Sandy Point. 12th Dec. 7

Sir,

Steamwork by Rm. S. Rifleman as per copy of despatch enclosed.

2. The Rance has been to the Straits for ports, and has returned here for about 3400 tons of steam coal, Sandy Point having, for the first time for years, run short of supplies and there being three men of war, English, American and Brazilian, detained there in consequence. By this singular piece of good fortune coupled with my late inability to supply the Mail Co's. Steamers. Rance will now have sold at the full price more than half of the 1500 tons of coal that were given away with the Rance.

3. I have to draw your attention to the enclosed complaint on the subject of the steel wire supplied by Rylands. and to request that you will bury in future

J. Coleman Esq.
Secretary.
London.

future this class of goods from the Shropshire Iron Co. The wire complained of came per Nonda invoice dated 2nd August.

4. The Queen's pensioners shall be heard at the Colonial Office and from Capt. Schwerer also, that after June next the steamers are to call here monthly both ways. It is not published yet, and as you have not reported it it may be news to you.

5 Mr. Murdoch, Chief Engineer of the Riflemans has given us a few hints about the launch. He recommends that a spare propeller should be supplied, that all the boiler mountings should be 25% stronger than what they would naturally supply by contract, - and that this does not mean 25% extra cost - that there should be 3 spare sets of fire bars, fitted in place, and span gauge spacers, which are not mentioned in the contract.

Griffiths shot gun will need spare barrel,

and arrange that the boiler is constructed so that a competent engineer can put them in. From what Robert Co. say about the tubes of this boiler being put in by a person with the necessary appliances, and from the fact that Martin is beaten by the tubes in his own launch boiler, I am inclined to think that he is not up to this special branch of engineering. In both cases he blames the makers, but I should like to know what Messrs Penbystons have to say to it.

6. I am pleased to be able to report that Martin has succeeded in making a new nut for the hydraulic cylinder at Northam, and the press is again working, but about 30 tubes behind the shearers. I showed the nut that had blown out to Mr. Murdoch, and he said it was evidently a misfit, for which the makers should be held responsible.

7. Some new ordinances are enclosed: the Governor is best as leaving his name in large letters on the statute book. No. 11 I have not got yet, but may in

ance to enclose with this. I sent by the Neko some memos. on it which I gave Mr Kinnear as his brief at the Council, and most of my objections were recorded as his, and sent with the Ordinance to the Secretary of State. No answer has arrived yet to our petition of last winter, nor is the Custom Ordinance confirmed yet.

8. My despatch 36 per arrived home on the 11th Oct., 16 days before the date of your reply, and I think afforded time for the shipment of supplies mentioned in par. 15. The delay is much to be regretted in the interests of the ships feeding on Mr Bonnin's boundary.

9. Seven hand ship boats, if sound are very valuable here, for most of the ships in distress lose one or more boats, 20 to 30 feet in length. I mention this in case of having to fit up the ship for which I send a small additional indent. Capt. Thomas of D. Brundit often picks up cheap boats in the docks. I am Sir,

your obedient servant

Alex. Love.
Manager.

C. Robson.

Desp. to No. 347
Cook to Governor 1st Dec.
Bailon on civil ance.
Ordinance No. 11 12. 13. 14
Indents No. 11

3
149

Imperial German Consulate
Port Stanley. 3rd January.
1883.

Sir.

I have the honour to acknowledge receipt of your Highness's despatch of 17th July, asking in what matters certain postal outlays in 1880/1 had arisen.

In reply I beg leave to send an account of the correspondence to which the charges refer.

I have the honour to be,
Sir,
Your Highness's most obedient
humble servant.
Clarefort.
Imp. German Consul.

His Highness
The Chancellor of
The German Empire
&c. &c.
Berlin.

Account of Correspondence
upon which postage was expended
1880/1, asked for in despatch of
14th July, 1881. II 22 Oct 1910 S

1880

April 27th To Chancellor, announcing return
from England

April 29th. " advising probability
of a postal contract
with the Hamburg
of Hamburg.

Nov. 24th. "German Consul Gl. } requesting him
Valparaiso } to arrange
passage by the
U.S. Ramsey for
the crew of the
G.F. Handel

Nov. 24th "Senate of Bremen, advising loss
of barque G.F. Handel

Dec. 31st. " Chancellor, enclosing copy of
evidence taken in
the matter of the
G.F. Handel

Total amount 1880 5/4d.

Over

1881

Jan. 2nd To Marine Office, Bremen,
enclosing certificate
and muster roll of
S.S. Haendel.

" 27th " Marine Office, Hamburg
reporting printing on
board barque "Agnes"
and enclosing copy of
evidence taken.

Feb. 10th " Chancellor, with annual
returns

June 15th " " in reply to letter
of 30th March

Total amount 1881 3/8d.

Imperial German Consulate,
Port Stanley. 3rd January, 1883.

Chas. E. Poore.
Consul.

146
291

Imperial German Consulate
Port Stanley, 4th January,
1883.

(2),

I have the honour to inform Your Highness that within the last few months, a steamer named the "Malvinas" belonging to the Deutsche Dampfschiffahrts-Gesellschaft "Kosmos" of Hamburg, has been stationed at this port, for three years, for the purpose of coasting round the Falkland group, in connection with the ocean steamers of the same line carrying the mails under contract with the Colonial Government.

The establishment of this steamer

His Highness
The Chancellor of the German Empire.
&c. &c. &c.
Berlin.

steamer raises the following questions, upon which I have respectfully to ask for Your Highness's instructions.

1. In section 33 of the Supplement to the General Instructions it is stated that there is no common understanding between nations as to the Police authority to which merchant ships are subject in foreign ports. I have to ask whether any understanding on the subject exists between the Governments of the German Empire and of Great Britain, whether a Colonial Police court can deal with a punishable act committed on board, or whether the case must necessarily come before me; and, further, in the latter event, should the offence be of a nature punishable by imprisonment, what steps it is within my power to take.

I am aware that under section 105

of the Seamans Ordinance a seaman may not take proceedings against a master in a foreign court; but, should he act in opposition to this regulation, and the Court take cognizance of the matter, I am anxious to know whether it would become my duty to protect against the proceedings.

2. In the case of a coasting steamer, I conclude from the Imperial circular of 15th November, 1880, that the usual fees under section 30 b. of the Consular tariff are payable at each entry into port, provided the stay exceeds 48 hours; but I desire respectfully to ask for Your Highness's confirmation upon this point.

I have the honour to be,

Sir,

Your Highness's most obedient humble servant,

Edwd. Fobes.

Imp. Ottoman Consul.

Italian Consulate
Port Stanley. 4th January
1883.

Sir,

I have the honour to inform Your Excellency that on the 4th September last I provided passages per Steamer Lusos to Monte Video for Signor G. Bove of the Italian Navy and his assistant, as per acknowledgment enclosed.

As I know no one in Italy who can represent me, I have respectfully to request Your Excellency to cause the amount disbursed, (£22) twenty two pounds sterling, to be paid to the Falkland Islands Company, 39 A. Gracechurch St., London. I have the honour to be.

Sir,

Your Excellency's most obedient humble servant

Alex. Love.
Consul for H.M. the King of Italy.

His Excellency
The Minister of Foreign Affairs.
&c &c &c
Rome.

348.
Theben.

6th Sept 3.

Sir,

The Theben arrived last night with your despatch 615. I have a cargo of more than 500 bales waiting for her, but I fear she cannot take it all.

2. 615 — 5. The commission on the Malvina's earnings is not worth much it should be on the ocean freight. The Company have given up their sailing vessels and I have had influence enough to persuade all the Company's clients to ship by steam. There is proof enough of this in the fact that I was able to keep what I chose for the London Our people learn their trade, and if Mr. Slade "with regard to this pretends to hold quite an independent position," I can easily undeceive him: only send me an iron sailing ship next year, and let him see how much wool he gets without my influence. But he should not allow it to come to that; common prudence must show that our clients are

H. Colemore Esq.
Secretary.
London.

with him while he has not a single one of Dean's, it is not the Thomas agent that has secured the freight we have put into his hands.

3. Jan 7. Acknowledges receipt of duplicate of 610 in the despatch you now answer, you will observe that the original was missing at the time I wrote, and as it contained duplicate of 609 per Hornet of which no triplicate was sent by mail I did not receive the latter despatch until the Hornet brought it.

4. Jan. 8. I am sorry to say that as shearing is nearly half over I cannot give the prize I proposed this year for sorting. I am annoyed to find that this was carelessly performed in some instances last year, notwithstanding my strict orders on the subject.

5. Jan. 13. I did not recommend Gillespie for re-engagement because of his bad habits; but upon his re-appearing well set up I took him on again, and he then applied for his passage money, which he

said you told him he would most likely get from me if I gave him work, this, however, I refused without the Directors orders: it is hardly fair to throw such things on my shoulders. The discrepancies in the names arising from the same place having two, Mossidn would probably be called Mapa by Mercer, it is near Sullivans Harbour, then again Low Bay little rincon you made a point of having altered, and there was a question whether it should be called Coleman Point or Shag Rincon, but the latter was decided upon: it is the plateau from the Low Bay homes very likely Mercer called it the "wee" rincon. Rincon Chico, probably pronounced "Cheeky" divides Findley from Wharton Harbours the house is at the head of the former.

6. Pas. 14. With the mail coming ~~once a month~~ it would be ridiculous to write by a sailing vessel via East Howard. The Malvinas delivers Each mail on this West under contract with the settlers.

7. Pas 18. I do not see why Mr Dickinson produces an ~~ox~~ ox to draw

passed through the Co. hands unnecessarily
any more than Sheberry or Maldonia.
However, the case last year was exceptional
Mr Blake wanted a cargo of materials
and stores for his new station will
brought, and had to go to an agent in
London who expected his return cargo;
this year Sheberry they will consign
to the Company as before.

8. Jan. 19. Saw not
forgetting the operations of Land surveyors &c
but brought letter to delay of all business
until the Governor had inspected
his rounds the Islands, which he has
done lately in the Malvinas. Mr Rowe
Lt. has taken a settlement in the
bay and stock on Speedwell Island having

9. Jan 20. Will speak
to Capt Lennox about the carriage to
London, but it is against him if taken
in the hands of the Town agents.
Is it not better, unless time presses
to have wool over via Hamburg direct?

21

248.

10. Jan. 21. I do not telegraph Fillet, as you must already have my despatch about Mr. Lambden. I place reliance upon Hawke's capability of choosing a man, because he knows the duties exactly and could find out whether the candidate was suitable or not; the gift of talking well is usually the best passport to employment, and London Officials are generally distinguished by their great volubility, small capacity, and devotion to alcoholic liquors.

11. Jan. 22. I am sorry for the trouble the Cordova's cargo has caused, but I send you conclusive proof that the 65 Bales ♡ were on board, having them from Tor Bay on board the Fairy by the pages of the tally book from the Egeria, which I have here out and enclosed. Is it not probable that the one bale of double wool in error explains the deficiency on Ballarat?

12. Jan. 26. I am not inclined to take any notice of Mr Dongall's dispatch, as Little's is so successful.

13. Jan. 27. The ale order is all right, the 50 hhds. are specially for Williams. 40 hhds. each sorts were sold before they were landed.

14. Jan. 28. I will duly bear in mind the necessity of shipping double bales as such.

15. Jan. 29. The Thomas Co. appear to be likely to sell more frequently, as I have already advised you.

16. The Governor after an unsuccessful attempt to get over and live from Hamburg has got back from Valparaiso by this steamer, in fact he keeps nothing in the Colony that he can get from abroad: having a rabbit in his head about high prices, not understanding the cost of live casks and the heavy freight on wood: in this case he is bitten rather severely.

The materials are for an addition to Government House.

17. The people in the Colony are in a very disturbed state about the tax on tenements, and the new Licensing act - in all probability a memorial against it will go next mail. Captain Packe memorializes the Secy. of State also against the selling of the suburban farms, which the Governor has done. Altogether His Excellency is going to have a lively time of it; I am sorry that he is not going on as quietly as he began.

18. I have twice been to the Camp since last mail, once to meet the Governor at Adelaide River and Darwin, and on the 31st ult. in H.M.S. Firefly, returning on the 2nd inst. I have nothing special to report, as everything is working smoothly. I send a carefully prepared account of the cargo ready for the Sturt, but cannot say until the last moment if it will all go; if possible I will send a list of the left behind, if any.

19. There was an error of £1 in favour of the Inverness which will have to be paid to the owners, and I will you also to inform them that I hope to send by next mail the estimated amount of damage done by H.M.S. Tiffy, as Lieut. Law is about to arrange it:

20. Should anyone on account of John Norton ask about sending out furniture please enquire any assistance required; Norton is going to marry one Carpenter's daughter.

21. I have pleasure in obliging by your receiving a/c. each of them for me in the Italian mail from the Army & Navy C.o.p. Lucy

I am Sir
your obedient servant
Edward Foord.
Manager.

Enclosures.

Disp. 346
Disp. 347
Copy Summaries a/c.
Stanley Sel. Store.
Cash book receipts D.
Disp. Jr. Cash book Oct.
Landing a/c. (print.)
Disp. Invoice 10 & 11
Statement one a/c.
Summary of cargo
D.H., A.A., W.C. wool weights
Linol., Sel
Parcel Case of sheepskins
} Disp. of Insurance Atlantic Fire and
Disp. of receipts.

Imperial German Consulate
Port Stanley, 23rd January,
1880.

Sir,

I have the honour to enclose copy of a letter I have received from the Agent of the Kosmos Steamship Company of Hamburg, and to ask if you will be good enough to appoint a Board of Survey, with the object of ascertaining whether the Malvinas in her present condition is or is not seaworthy for her intended voyage to Monte Video.

I have the honour to be,
Sir,
your most obedient servant.

Theo. Love.
Imp. German Consul.

Captain N. Bowden-Smith, R.N.
&c. &c. &c.
H.M.S. Amethyst.
Stanley Harbour.

349
Malvinas.

26th Jan.y 3.

Sir.

This vessel has met with an accident, having struck in Rep Channel and damaged her double bottom. She proceeds to Montevideo to dock, for want of the proper accommodation in this place.

2. Hon.ble Admiralty arrived on the 18th inst., and she briefly leaves on the 31st inst. for Montevideo direct, and will carry a mail. By her I shall forward the year's accounts, which, although not completed, are sufficiently advanced to show that the result will not be unsatisfactory. 3. A publican having been convicted under the new ordinance of selling beer on Sunday, is anxious to know whether, having taken his license under the old ordinance, the new one can legally impose such regulations on holders of existing

J. Coleman Esq.
Secretary,
Treasury,
London.

himself. If you think getting a legal opinion on the point he will pay all expences. The Colony is in arms about the ordinance, and the working men have held several meetings to denounce it, and the house tax.

4. The duty on tobacco is to be made equal, the whole being raised to 3/. per lb.: this seems to be a breach of faith with the Colonists, and has caused the enclosed letter to be sent to the Governor, whose reply evades the question altogether. It appears time that he is relieved of his own powers. Quiet persistence in our demands will eventually succeed.

I am, Sir,
your obedient servant
Geo. Love.
Attorney.

Enclosure.

Copy Letter to Govr 24th. Inst.
Reply 25th "

Falkland Islands Co

Stanley Shackleton German Daniel Lennox London

F.I.Co 1215/24 10 cases Tobacco
= 1710 @ 3/- = 257.17.0

257. 17. 0

1881 February 3.
Acc. Rec.
H Cobb Stanley
Inspector

1881 February 3.
Acc. Rec.

Falkland Islands Co

Stanley Falkland Islands German Denison London

F.I.C. 1119/93 75 Hhds Ale = 4150 gal
less 2 Hhds
duty free 10 d
3942 @3 49. 5.6

970/94 25 cs Brandy 0 2g. 25. 0. 0

975/1095 100. Whiskey 2g. 100. 0. 0

1095 1 cask Port Wine 5 @ 2g. 5. 0. 0

179. 15. 6

179. 15 6

1st February 3.

Steamer.

F. E. Cobb Stanley Town
Carpenter

Feb 1 February 3

Steamer.

350.

Lakharah. 1st Feby 3.

Sir,

I received this morning your desp. no. 616, and I hear that the eight pens have arrived safely.

2. There is no mail advertised via Sandy Point this time, as the Firefly goes direct to Montevideo; however, I shall send this despatch with duplicates of the accounts, which, in conformity with the Board's wishes, have been got ready for this mail.

3. There is nothing in the accounts worth noting, except that the buildings are now costing a good deal annually in repairs, the roofs and walls of many of them showing signs of decay; in connexion with this and the Plant account, with special reference to the Steam Engine lately repaired, I have to remark that charging the cost of making the property Equal to new to Profit & Loss, and at the same time writing off 10% per cent for depreciation appears to me to be unfair, as unduly lowering the Company's actual legitimate profits.

I am Sir,
your obedient servant
Robert Rose.
Manager.

H. Coleman Esq.
Secretary
London.

Enclosures

Bridge Nos 34 b. 7. c.
Dept. Governor &c
" Ft & b. Book Nos & Docs
" Fencing erected
" Consumption Goods
" a. Office Cash Acct balance
" Balance Sheet & P. & Loss Statement
" Additions to Buildings & Plant.

351

H.M.S. Triefly. 2nd Feby. 3.

Sir,

I now answer your despatch
no. 616.

2. Par. 3. It is pleasing to
know that my criticisms on the Vessel
have been refuted by good authorities; for
while the refutations must be consoling
to you, I on my part, am conscious that
you are not within reach of any authorities
of local experience, whose opinions alone
are worth having: thus there is satisfac-
tion on all sides, and we may leave
the poor schooner alone, trusting that she
may long continue to do good work for
the Company. I think you must be
wrong in saying that I could have
made Capt. Liddell responsible for the
consumption of liquor, for there was no
scale of allowance: the arrival here with
3 bottles of stout and half a bottle of whisky
and I believe the voyage was a very merry
one.

I am
Sir
Your obedient Servt
H. Coleman Esq
Secretary. London.

3. Par. 5. I have furnished you with the soundings of the bank, and I am really at a loss to understand what kind of information you want about the jetty. How can you expect us to send plans and estimates of cost, when these are the very things I am asking you for? With regard to the Point clip, I suppose it will be put up by the Germans, to whom it appears we are to give way in all things.

4. Par. 9. You have misunderstood the Governor's business. I did not repay £27. 5/. but gave Capt. Breiing a bill for that amount in exchange for cash which he had on board.

5. Par. 11. I was appointed Chinese Consul after the visit of the sloop Pheasbus some years ago.

6. Par. 12 I cannot see how ballast can be stirred up in the casks, as it is run in through the bung hole; but I will speak to Martin about it. I will also deduct the commission over paid; there is little

doubt that some balloon sacks into the stacks, which causes the London tare to be heavier.

7. Jan. 14. It is doubtful whether Lord Kimberley meant the duty on manufactured tobacco to be levied upon what as cut, but by the ordinance just passed all smoking tobacco is to pay 3/- per lb. The order for tobacco from Messrs. Mills is sent their lines in a modified form. I should like to know if they manufacture any kind of cake tobacco, and whether it would be as good as the American black tobacco as import. Perhaps you could get some samples.

8. Jan. 15. I am obliged to you for the trouble taken about Andrew Ruller, who appears to have been well started in life.

9. Jan. 16. Your fire insurance on wool seems to be for a small amount. There are at this moment about 700 bales waiting shipment either in Stanley or the woolsheds, which the sum of £40000 very inadequately covers.

10. Jan. 17. Parliamentary returns will do much good in steadying prices

inclined to wander.

11. Par. 19. I believe that Bethune has done more for the ship than any of the Sabharah's crew, but I shall of course pay the promised gratuity.

12. I am surprised to find that the matter of the Navy contract has been allowed to drop, notwithstanding my earnest appeals on the subject. It seems to me that the Admiralty are offering a bonus to which the Company's vessels remains practically shut, for some reason which has yet to be explained. I thought that the face of the Rifleman's coaling would have shown you that I could not keep it all in my own hands, but it seems to have had no effect. There is an order out lately, I hear, forbidding ships to take more coal at a port where there is no contract than is necessary to carry them to the nearest port where one exists, or prospects thereof under present circumstances are worse than ever, and it is without my fault. I have

interviewed myself much upon the question and obtained the good will and interest of the Chief Engineers; but the change apathy shown at home is so disheartening that after this I shall cease to trouble myself. Upon quarter the energy devoted to making contracts with steamers that never call, nor intend to call, were expended on the question of the Navy contract, some good might result instead of a series of vexations.

12. I am sorry to say that I have just been pained to find that the bottom plate of the Brooke Gauge pier has fallen in two, "opposite plan" same place as the top plate fell down two years ago"; there is something wrong about these piers, as pictures and tables two inches smaller at one end than at the other, and yet by measurement it is perfectly square. Fortunately not more than 25 tables remain to be placed, and they will have to be done at Darwin.

14. The Whitakers' Almanacs were sold previous to arrival, and the short supply is annoying, particularly the want of the hardbound editions. These as well as the Bell's Diaries, should be considered a standing order from year to year, and shipped without fail.

15. I have not been in the Camp since last mail, clothaking having prevented it. I shall however go in a day or two. Reports are good as to the clip, and there is nothing of interest to mention. It is one of the drawbacks of a closing account at the end of the year that I am tied by the leg in January in the middle of the busy season in the Camp. The Ruapuke goes for a flying trip on the 5th. I was asked to accompany her but was obliged to decline on the score of business.

I am &c
your obedient servant
[illegible]
Manager.

Enclosures.

Disp. No. 349
Disp. " 350
Stanley Journal & Cash book, Dec
" R Vouchers for cash
Balance Sheet
Profit & Loss Statement
List of additions to Buildings Plant
Fencing completed in 1882
London Office Cash a/c balanced
Consumption Stores on hand in Camp
Stanley Wages list 31st Dec.
2 copies of Ord. No. 1. 1883.
Darwin Stock of Stores
Goulburn " "
Camp Wages Sept & Dec.
" Balances Dec.
X Estimated area of Camp and Pasture
Letter for Abrams returned
Martin to Coleman
Letter to Govr about Ordinance No 1
Governor's opinion reply
Shipping report
Statement on account
Indent
Navy Bill for £205. 14/. a/c Supply
Cashier Off. on Scott £157. 3. 2.
Stock of Stores to follow next mail

(Continuing opinion of Attorney General in reply to petitioners (Encl 10 enclosure 4))

Stanley Sabharwal German Danielsen London

(F I C) 967/9 3 cases Bivas = 2 doz. bottles

2 cs Fcby 3
Stan & Sons
F. E. Lewis Stanley Sam Sanders
Sanfords

Fcby 3
2 cs
Stan & Sons

176

352.

Luzon.

9th Mar. 3.

Sir,

I shall be obliged if you will let me know the measurement of DH 60 bales wool per Thetis; they went direct from the Philippines, and were returned to me at 167 cft., or 5 cwt 3 1/4 qrs. each, which seems to me too much.

2. I went into the Camp shortly after last mail left; and found shearing just finished. The total clip this year shows an increase of about 15 tons of wool over last, and the sheep have averaged all over 6 1/4 lb. wool, or 1/4 lb. over last year.

3. The part of the Machine Such pieces as exploded broken in Spain the bed plate, a very solid casting - The tension bars as sent by this steamer to be straightened, and the bed plate must be renewed - I will send the pieces by the latter ship, supposing that Alleppo

Tyler

J. Coleman Esq.
Secretary. London.

You have the specification and
dimensions of the press, which came
per Sparrow Hawk April, 1875. It is
the press that has a 44 bon. Should
it be necessary to have the bon home
as a pattern before the new one can
be made. If you will telegraph
the word "Bed" to catch the home-
ward steamer of 2nd. May I will
send it by her.

4. I have engaged M.
Bellune again: he says you pro-
ferred him to me as to paying his
passage if engaged; but I am unable
to deal with the passages out. However
as you must have sent a shepherd
if insisted upon, and it was probably
through Bellune that any of the sheep
were landed alive I pair him the
~~balance~~ difference of £7, between the gratuities
you ordered to the Falkland people, &c,
and the cost of a third class passage.

5. I have just sold
136 tons coal to the French transport
Romanche, which is on a scientific
Expedition to Tierra del Fuego.

This leaves the stock 190 tons, which, in view of the expected arrival of the Thetis from the Pacific, the return of the Medina and of the Romanche on her way home, is not enough. Telegraph:- "Romanche Fameless Familiar 400 Ocean." On reference to the Year of Berg's original Bill of Lading I find that she carried from England between 500 and 600 tons dead weight, so that I should not be afraid of loading her much deeper than she was with the Inverness's cargo. The Ocean Meeting coal given great satisfaction. I find, however, that it is endorsed "screened previous to and put on board at the time of shipment", whereas the draft contract with the Admiralty specifies "double screened", would that make any difference? I was obliged to reduce the price 1/- to 30/- as Dean offered his in the Strozza at that price, or even less; however as it is a prompt sale it pays very well.

6. I now return to the question of the Admiralty contract. Captain Bowden. Lamb spoke to me about it just before he went round the Islands, and said he could not understand why the question raised by Captain Jones had been allowed to drop. There is now a contract in nearly all ports, and the Captains of H.M.'s ships are positively forbidden to coal in a place where there is no contract, unless it is absolutely necessary to carry them to the next port. I told the Senior Officer I had done and would do all in my power to get a contract made, and lent him the copies of correspondence with the Director of contracts on the subject. In sending them back he wrote:- "I return "you the correspondence about the "coal with many thanks. I don't "suppose it would be worth while for "the Government to establish a "contract at Stanley at anything over "30 shillings a ton, and as it seems "not to be profitable at that figure

I suppose

35 V

I suppose it will not be carried out.
I send a list of ships that have coaled
during the last 26 months, showing
a yearly sale of more than 3000 tons
Since Jan. 1881 there has been a change
in the station arrangements, so that the
smaller vessels, which used to spend
their commissions in the Plate, now each
and all visit us with regularity every
season, whereas in former times we
only had a call once a year from the
Senior Officer, and were sometimes
even without that. Thus being no
contract, and coals being nominally
60/ per ton the Admiral keeps having
the Plate filled up her bunkers and every
available space so as to avoid coaling
and the Rambler, which arrived last week,
is ordered to extend her cruise round
the islands so as to avoid the necessity
of coaling. It will be seen that

chances of selling coals at a high price, or to make a contract to supply a quantity, 250 tons, which is only half what ships have taken annually of late? My opinion is that coaling may be made greatly to increase the Senior Officers ship as well as the others will take supplies and the Pacific fleet outward and homeward bound will again visit the islands, as they used to do 10 or 12 years ago. I enclose a memo. on the draft forms of contract, which the Director of Contracts in his letter of 20th April/87 requests you to modify for the purpose of discussion.

7. As a number of men will be leaving this year it will be necessary to engage some men to fill their places. I hear from Capt. Patterson that Miller, Donald Fraser, Charteris and Jas. Scott, who have been in New Zealand, are anxious to return, and if they apply you should engage them. To prevent

discatisfaction about wages I have to suggest that all old hands returning to the employ should be paid £5. 10/ per month, but that they should pay their own passages, and this I think would be better arranged by making the passage money an advance to be repaid out of wages earned, than to give lower wages for a year or two. As shepherds since the time of the John King correspondence have not been allowed to do any manual labour except shearing and dipping, the men I have mentioned will not be wanted actually until November, but if they are hard up, and with the recollection of their New Zealand experience they would condescend to do any kind of work in the mean time, they might be sent at once. By this steamer Wallace and wife, William Campbell and Jas. Maxwell, time expired, return home; the first and last might return to fill vacancies should they ever apply. Ellis, Nicholson, and David Hewitt leave in August, and I hear that other single men whose agreements expire in the Spring are not

intending to remain.

P. S. I have asked you twice before about obtaining a copy of the will of W. Williams' father but have not received a reply: if this cannot be done will you kindly mention what steps Williams can take to get it. I must also trouble you again about the Swansea Merchant Shipowners Co.; not the slightest notice has been taken of the explanation I furnished about the Ella and I am at a loss to know if we are still their agents or not: if not will you send me the business cards with their name omitted that I have so frequently asked for.

9. Last mail I forwarded a copy of the Secretary of State's reply to our petition of June last: in which it was stated that another unofficial member would be added to the Legislative Council. An address to the Governor headed by Captain Parker and W. Dean has been very

481

357

numerously signed in Stanley putting my name forward as a member, and I understand that a similar movement is on foot in the West Falklands. I think myself that it is due to the Company that their manager, if he possesses any Colonial experience, should be on the Council, as were Messrs. Dale and Bowers; but I have, of course, been able to take no part in the movement myself, in fact it was all done during my absence in the Camp. The Governor I hear wishes for Messrs. Dean and Waldron, and says I am only an agent; however, Mr. Waldron will refuse it when offered and name me as a substitute — so, at least, I am told.

10. As no answer has been received about the Expenditure of the tobacco revenue, another petition to the Secretary of State has been sent, of which I enclose a copy In it we ask that the duty on tobacco may be reduced to the amount at which it formerly stood. Please furnish Mr. Wells with a copy, and ask him to support it

11. Taxation for any legitimate purpose approved of by the two papers would not meet with any serious opposition; but when the Governor not only squanders money before our eyes, but puts on a heavy tax and declines to say what he is going to do with the money, there is only one feeling in the Colony, and that is that, as a matter of principle, he must be resisted.

12. I have found it necessary to tell James Campbell that I must accept his resignation of the Northern overseership, that he was anxious to withdraw. Paterson found that the sheep at Northern were being in his absence, badly dipped, the Merino ones especially having a large quantity of the wool left on. On remonstrating with Campbell the latter candidly confessed he could not help it, the men would not dip close for him. This so completely confirmed the opinion I expressed in a former despatch as to his loss of influence that I put the Company's

interests would be best served by putting a man in his place. Campbell appears to think Shaw removed him on account of the rough clipping, and I have been unable to make him understand that it is for a cause, of which rough clipping is only one of the consequences. On his plan I have put Archibald McCall, nephew of your agent, a young man of great promise, who is generally respected. Campbell has asked for and taken one of the Walker Creek vacancies under Finlayson.

13. The piers from Island Harbour to Swain Reef is completed, and I hope to get the others up before the winter. More ground having now been provided for the sheep, and their health being satisfactory, I am now making arrangements by which the breeding stock will be at once substantially increased, so that the numbers may advance without further delay. At Walker Creek this season there was not one scabby sheep in 26,000, at Darwin there were 2 in 36,000, at North

Ans about 200 in 40,000, but nearly confined to one locality.

14. I have to report with regret that it will be necessary to spend a large sum yet in putting the Company's buildings in order. Probably from the fact that many of them were built about the same time they are now giving way together, and leaky roofs and rotten woodwork are continually being reported to me from all sides. Worst of all, the Store roof, a slate one, has lately been leaking more than usual, and upon examining some specimens of the slates I find them so perished and crumbling that they go to pieces at a touch, so that I must abandon my intention of patching the roof, and recover it before long with galvanized iron.

15. It is a nuisance in connexion with the third class passengers going home that I must provide them with bedding and cooking utensils. Can you not make some arrangement by which these may be supplied

16. The Malvinas returned on the 9th inst: reporting that the Lucas had sailed from Valparaiso two days later. The latter arrived last night (11th inst:) but without the Pacific Co's letters of 30th January, that steamer being several days late at Sandy Point. I have therefore only your despatch 67 of 10th Jan?

17. Jan 2. The proper number of bags of ore was delivered here as well as Allen's box, but the Sabbarah did not deliver certain goods, for which I made a claim on Captain Seemans. However I hear that the Lucas has brought them back, and can report about their delivery later on. In the hurry of discharging a steamer, it is simply impossible to ascertain at the time if there are any deficiencies, and the tally is often confused through the illegibility of some of the numbers. Large figures plainly stencilled on should be used.

16. Jan 5. There is another
confusion about the Speedwell estate
which I will make clear. W. H. Cole
has bought of Mr. Louis Baillon a
half share of the Trustees' interest
in the lease stock and plant, and
it was arranged that of the purchase
money £500 was to be paid to the
Company to cover the balance due by
the estate, the actual balance to be
adjusted here. This arrangement
although made here at with L. Baillon
who has a Power of Attorney ~~to act~~
for the Estate has been upset by Mr.
A. Baillon who has endeavoured to
get from you what you were not in a
position to supply him with, a statement
of the actual balance due the Company;
forgetting that the items in the account
up to 30th Sept. were simply cash
payments, and that stores and interest
are only charged for the year in the
December account. The amount due
the Company instead of £159. 16. 11 is
about £400, and it was for this

reason that Lorenz in the statement signed two days ago a repayment of £10 which must now be cancelled. The actual balance will be decided this week, as Mr. H. Cobb is going to Fox Bay to arrange it. There are certain matters about stores and wages that Lundeland can only be settled at a personal interview. I will be better now. I think, that the account should be left open and bear interest until the sale of the present clip.

19. Jan. 6. The contracts are useless and unsalable. We pay sixpence for them it would be sixpence thrown away; that is all I can say about them.

20. I have sent you privately from time to time copies of nearly all the photographs I have taken, of any interest; having done so I do not quite understand why this amusement of my leisure hours is lugged into an official despatch. However, I can only say I shall be very happy to oblige the Directors to the best of my power, and if any of them wish for duplicates it will afford me much pleasure to forward them.

21. Please state what would be a safe exchange to quote on Paris when the next Frenchman comes in. The supplies of coal I must were through an error in the office, taken at 25f; the money at 25 21, but that I think is too low a rate for a French sovereign.

22. I have received proofs from Messrs Norwich & Co, who have drawn on the Company for £36 f. 10. 8. Messrs Greaves Mengelberg are annoyed at my discontinuing orders, but Norwich are able to reciprocate business by consigning ships to us, which the other people cannot do.

I am Sir.
Your obedient servant
Frederick Cook.
Manager.

552

Enclosures.

✓ Despatch No 552
✓ Copy " 551
✓ " Enclosed Statements
✓ " Copy of answer to same petition
✓ " ex Vol 6 p. 6.
✓ Stanley fol Cash Book & Vouchers Jan 03.
✓ Abstract of Stores 31 Dec 02.
✓ Complete Banking Acct.
✓ 1st Steering Account 1902/3.
✓ Abstract sent per Thebon Jan 03.
✓ Copy of Recommendation to Commander
" Petition to Earl Derby K.G. per die AVE
✓ Col Wingate 538 Bales Summary of Imports
List of Ships cleared.
Memo on Coal contract
Copy of letter to Governor re legislative Council
Order for Seeds
Statement
Shipping Report
Indent No 13.
Cheque for £ 40
" " 300
" " 150
" " £1,9431.13
" "

✓ Separate Envelopes

353.

Luxor.

13th. March 3.

Sir,

The Luxor is taking wool; but it is doubtful if she will be loaded tonight.

2. I should have mentioned that William Milne is also a passenger the three single men I send 3rd. class; but as Mrs. Wallace is near her confinement. I send her with her husband second. I wish to know whether the Directors expect me as a general rule to provide second or third class passages for women.

3. The Luxor has delivered 2 cases of clothing, a case of whisky, and one of matches from Montevideo carried on by the Lakhanah. I had given Captain Seaman notice about these; but I find that at 1250 the hydraulic cylinder is also missing, and as it weighed nearly a ton it is not a thing that could have been easily

F. Coleman Esq.
Secretary.
London

overlooked. I have placed the matter in Captain Seemann's hands.

4 Today the Emil Julius of Hamburg, bound to Lisbon, with loss of spars, and the San Carlos of Swansea, with damage to steering gear, have arrived, and both will do business with the Company. Shenfore add to my telegram "Federal San Carlos Jones Swansea Emil Julius Hagen Hamburg", and in the case of the latter I have told the Captain as usual that his money will be advanced on bottomry at 35%, unless a credit is arranged by telegraph. The figurehead of Newcastle with some damage is here consigned to Deans.

5. The demand for flour being rather heavy at this season, and the Lunar having arrived just as the stock was cleared out. I have written for 500 more bags per Memphis. I have also ordered

ordered a ton of that powder for
Warwick, as the demand for it may
be expected in the Spring. Since
closing the other despatch I find
that it will be necessary to have
2000 gals. Little's Dip shipped: but
if cheaper this might come by the
coal ships.

6. I forward two photographs
of the Waiken Creek dip and one of
the woolshed, and take the opportunity
of remarking that 352-20 was written
under a misapprehension, and that I
therefore desire it to be considered
cancelled.

7. In a separate envelope I am
forward the Bills of lading when I
get them.

Sam. Sir,
your obedient servant
Alex. Low.
Manager.

Enclosures
3 Photographs

354.

H.M.S. Rambler. 20th March 3.

Sir,

Since writing previous there
no further London despatches to answer
the Malvinas has gone to Sandy Point
with sheep for Mr. Reynard, and may
bring the mail of 20th January over

2. The day after she has
sailed the American barque J.C. Merryman
brought in the crew of the Jessica of
Liverpool, which was abandoned in a
sinking state. The owners C.T. Bowring & C
have no agents here, and might appoint
the Company; their ship Juliet was lost
off here some years ago.

3. I am sorry to say that
the Walker Creek tension bars were
overlooked; they shall go by the next
opportunity.

4. I have seen in the papers
both from London and the West Coast
that the shipments of guano are again

J. Coleman Esq
Secretary.
London.

commencing: I wrote of this some time ago. but you have heard nothing of it. the agency should be looked up.

5. I have come to the conclusion that you should send out a carpenter for the special purpose of putting the launch together. When ships are here for repair not a carpenter is to be got, and our own work has to wait for months, even years. Early in 1881 I started to caulk the Egeria, but has only got the port side finished when the carpenters were taken away. and you will scarcely credit me when I say that the starboard side for want of labour has not been touched yet! I will not answer to have the hands lying in pieces for two years, and to prevent the possibility of this a competent man should come by the first mail. Independently of the want of labour, steam launch building is a class of work that Biggs practically knows nothing about.

very likely the man you select would find that it would suit his purpose to stop here so that the passage out would be the only additional expense.

6. Referring to Mr Saunders communication of 4th July '82 on the subject of spare shafts we request that you will arrange to ship shafts noted on the enclosed order; if not all at one time they should come by each successive steamer until the order is complete. When the Directors look at the condition in which the Tamahine

arrive here they will readily understand that by the time we have fitted her out our stock of spare will be much diminished, you will therefore send spare coming by the Tallow ship to replace those

port being worked up. The price of
Spars in Hamburg seems very reason-
able, and the freight at 35/. not out
of the way. I have added an order
for some wood, which is only to be
Executed if Mr. Stanes will consent
to include it with the spars at 35/.
which he may do, should he not
have a full ship; this should also
be bought in Hamburg. Since the
sailing ship order went home there
has been an unexpected demand for
this kind of wood from the West,
at the same time it is not of
sufficient importance to warrant pur-
posing a high freight. I am sorry
to say that two pitch pine logs selected
for topmasts for the Emil Selius have
had to be condemned - one rotten,
and the other with an internal
shell.

7. You will see the Lunor lying
alongside the Egeria taking in wool.
the operation that is said to be so terribly
dangerous by some of the Norman Captains;
Capt. Gründen of the Lunor is always obliging

in this respect.

8. Dr. Henslow will be obliged if you will either forward a panel of doctors from Boyd & Williams, Clonmel, in the next office case, or send them a number should they make a case themselves. also pay them whatever they may ask for.

9. There is a demand for sheep for Sandy Point, where large farms are being started. Mr. Reynard has bought 3000 ewes on the block, and has orders to buy on commission 3000 more, but the price, 8/. a head, is less than I would accept.

10. As the Governor did not acknowledge receipt of the petition against extra taxation, a copy was sent direct to the Secretary of State.

I am. Sir.
your obedient servant.
Edwd. Love.
Manager.

Enclosures.

Dupl. Nos 351, 2, 3.
Dupl. Stock of Stores
" Wool Weights
" Statements
" Debt to Coleman
" Sol. & Stock Jam
" Indent
" Memo on Coal Contract
" Shafts Cobbled
" Sawing & Shearing accts
" Shears per Shelton
Stanley Jal & Doors & Winchers Shed
Dupl Ex Nos 601, 611 611
Iron Castes acct
Statement on accts
1st Ex No 602 £ 36. 17 9
603 for £1200. 4. 3
Indent No.

Falkland Islands Co.

Stanley Ramsey German Kramer London

1914	2040/79	40 Hhds Ale = 2160 gals	= 27.0.0
	2118/40	25 cs Whiskey	25.0.0
	2097/2116	25. 5	25.0.0
			£77.0.0

£77 0 0

10th April 3

Receipt

P.L. Cobb Stanley Com

Importer

10th April 3

Receipt

355

Ramsey. 10th April.

Sir,

The mail arrived this morning with your despatch 620, and duplicate 1 - 2/9 per Aconcagua and Mary Queen, originals of which have not yet arrived, though the Malvinas is hourly expected with the former.

2. 618 - 3. I do not quite see by the correspondence whether any shaped planking has been sent for the steam launch, but I shall not have time to read it attentively until the Ramsey has gone.

3. Par. 4. - will write later on as to breeding prospects, but will mention here that the complaint expressed at the Genl. Meeting about the lesser number boiled down was somewhat unreasonable; in the first place it was the highest number but two, and in the second the quantity of tallow per ship was the highest yet obtained.

J. Colnaghi Esq.
Secretary
London.

of stud goes in for more numbers
should easily have killed down a
greater number, but I looked more
to the quality of those killed, and
saved the rams sheep until this
year.

4. Par. 5. I thought you
knew perfectly well that the wool was
to be shipped by steamer this year, and
that the first instalment would
naturally be forwarded as soon as
ready. By mail the shipment
is not to be less than 500 lbs but
it may be more. I enquired
following:-

Ce	246	Consigned to F. L. Co.
Lively Co	46	
Fox Bay	120	
Speedwell	50	
Downs	240	
Chelsea	200	
	902	

5. Par. 6. I think it
would be a waste of money to have
a complete wool press as a stand-
by: but having a spare pair
of pumps in case of need, I would
also get a spare follower for each

pieces, Darwin South Arm and Walker Creek. There is now no object in having bales of different sizes, which were at one time useful for stowage: at the same time we have three good pieces, and because the Company is suffering from a plethora of money that is not in my poor judgment a reason for throwing it away.

6. Par 9. Mr Langdon remitted £17.4 to Fitzhardinge & Co, and wrote explaining the amount. he now writes again. The money for Messrs Chapmans was owed 31st Aug. and 6th January who paid on a/c. of Station.

7. Par 11. The ridiculous sum of £15 is allowed in the Queen's charter party for not going to Darwin. I have pointed out for years the absurdity of having so little allowed for the second port, perhaps the Owners had better in future be left out altogether. The number of tons of steam coals has I believe always to be stated whenever there is

any alteration.

8. 619 - 11. It is rather unfortunate that the Wave Queen ~~with~~ is to shoot both of coal and spars, a good quantity of our poor stock of the former having been sent to Gooselgreen, and the Emil Julius having our whole stock of the latter.

9. Par. 5. Am to get honours from the Governor some papers Capt Bowden. Lunch has sent me to look at after which I will again go into the coal contract question.

10. Par. 6. Bellamy said something about bad treatment on board the Salthanah, merely a repetition of complaints I have mentioned several times before; however, Mr Standen gives good reasons for believing that Passengers are treated as well as possible on board their Steamers, and we are aware that the Falklanders usually expect too much. The accident to the Malvinas in no way has hindered the collection of wool. I suppose you know that Capt. Allen has been superseded.

11. Par.7 There has been an unaccountable oversight which Mr. Langdon is unable to explain about Saunders' money, which, although put down for entry on the statement, appears to have been overlooked: you would however have seen it in the copy of the cash book, and I hope remitted it.

12. Par.8. There was no commission to Martin in 1880 & 1881. your own statement shows that the yield was under 2 lbs. per sheep. In the former year a number of bad old sheep were supplied him, dragging down the average, and as this was no fault of his own and he had worked hard, I made him a present of £10; next year he asked for another gratuity which I refused, as I considered some improvements made in his house sufficient recompense.

Sept 8

13. The Malvinas arrived last night with a large mail on accounts of Rio. The two together are rather overwhelming, but I must answer them as best I can.

14. Sept. 620-3. No doubt a new license must be taken under the present ordinance, but the point was whether a license granted under the old one which laid down certain terms and gave certain facilities for the sale of liquor, should be subject, before expiry, to an alteration of those terms and an abridgement of those facilities? With the knowledge that the sale of liquor would be further restricted would the publican have taken his licence out, if not, has not the money been received from him under false pretences?

15. Sept 7th Mr. Manuel and Mr. Buchanan arrived by the Flamer. Mr. Bluett went Eastward.

16. Reef Channel is between Saunders Island and the mainland & our local schooners without the advantage of steam constantly pass through it in safety.

17. Par. 5. Mr. Blake has not divided [illegible] Mr. Holmesdale. nor does he intend to do so.

18. I must ask you to spare my eyes by not sending me such duplicates as the one now enclosed. I can make nothing of it.

19. 619 & 620 - 5. I must begin by saying that there is no further serious falling off in the number of timbers this season; you have evidently mistaken the first timbering account viz:- 25654 for the completed one, which I do not know, for it is sent every year; it is the number of the general timber cutting, to which have to be added the timber that comes in current at the saving time, viz: (1) pricked ones, (2) those too young for cutting in November and (3) the timber in the stud flock which are not cut and therefore not counted

until shearing I have been
brought the tallies up to 29626
or just 8 more than the previous
season. An examination of
the reports I have made from
time to time will show that I
have been proceeding with caution
the last few years. I can in con-
clusion state that if I have erred it
has been on the side of caution.
It was necessary for the final
fight with scab on every shed
we have been grappling with ever
since I came here and long before.
not to have too large numbers to
deal with and looking at the present
satisfactory state of the sheep I
do not think at least yet the
limitation of the tallings. Should
present the same course again
were the place my own. Now
however the case is different. When
the Directors have read the copies
of correspondence I have lately had
with the Camp superintendent.

they will do me the justice to acknowledge that I am as fully alive to the importance of increasing the stock as they are themselves, and that the steps I have taken might have been in consequence of, and not, as they are in anticipation of their instructions. I hope the correspondence will explain itself; but I will do all I can to make the matter still plainer in the limited time at my command. You know that for some years you have "cast" ewes for mutton; that means that the old ewes are put away in a place where the rams are not, and only let back again when the rams are drawn off. The effect of this is that the "cast" ewes, instead of going to Goose Green unhealthy poor after nursing a lamb, as they used to do, and yielding 5 lbs. of tallow, go there rolling fat and give over 20 lb. If ewes numbers were wanted, these ewes could all breed.

the lambing can be made not to
the least and the increasing
lambs be a lot of work. Summing
up so far the casting system in
the intensive has the number
of lambs. But on the other hand
what are born are better & the ewes
ewes in the last year of their lives
give more wool and a better. If you
want proof look at the returns
of lambs & lots of last season
you have the wool baled this year
which already more than 16 tons
more than last year, although the
increase of sheep is barely 1000.
The average per sheep is over 6 pd.
we used to think 5¾ th very good
& much for casting, now comes
another disturbing influence the
necessity of altering the stock at
Weather Creek. This has hitherto
been almost exclusively a ewe section
consequently the weather lambs have
had to be sent away to one of the
others. For reasons that are
obvious it is desirable that each
section

should breed and keep its own mother
lambs, both ewes and wethers retiring
by rotation to the Tallow works when their
time arrives. Now to do this it was
necessary to turn both the low Bay
and Trap flocks into mother ewes, and
consequently these ewes were allowed to
run "wild", a portion going each season
to Goose Green, and their places taken
by mother lambs. This process to
continue until all the ewe stock was
eliminated. However, as you will
see, I have modified this by arranging
to send to Fallenson, for the purpose of
making up breeding flocks, such of
the Mother Bank ewes as are fit for
breeding, which if left on their own
ground would have been kept from
the ram. I shall be able to do this
for two reasons. (1) because Fallenson
having little sent to contend with can
safely deal with more sheep, and (2)
because the wire fencing erected this
season provides more grazing ground
both inside and outside Lafonia.

I do not think I have much to
add in the way of explanation.
Energetic measures have been taken
to increase the bonding stock, and
the result will shortly be apparent.
I am not surprised that Shareholders
have become alarmed, and I am
glad that they have enquired into
the matter, as I hope that I have
shown that their alarm is without
foundation. I have said before
that I do not lay any claim to
infallibility, I only claim to act
in all the circumstances and change,
of circumstances that arise in
the way that seems best most
conducive to the interests of the
Company, and when I am wrong I
claim their indulgence for errors
which are errors of the head and
not of the heart. Before leaving
the subject I wish to point out
what seems to me an error running
through your remarks. In 619-3

you say that the diminution must materially diminish our profits, and even threaten a cessation of them, and in 1920-5 that there is a serious falling off in the Company's prospects, that we shall be "thrown back for years", &c. &c. Now having shown that the planting is the same as last season's I maintain that with such a planting, 80,000, providing as it would for a standing stock of more than 100,000 tulips, and 15000 regularly forthcoming, the Company would remain just as prosperous as hitherto were we for ever limited to those numbers. Only with an actual cessation of planting or a much greater diminution than there has been yet could there be any material cessation of the profits, that is to say assuming that prices do not disparately lower.

20. I have received Captain Bowden-Smith's letter to the Governor, of which I send a copy, also of a letter I have today written to the former. Evidently the Admiralty will to the last give no the preference, but this is the last chance, and if the Directors still refuse to take it off Dean's hill. I have disposed of the doubt about the demand, by showing in a late despatch how much it has increased of late. I think your estimate of construction, and send another one. You charge the expenses at Stanley at £30.4/, the actual wages paid for discharging the Governess came to £13.17.6. Your bunker hire is £120.6/, if you charged 10/. on the value of the ships for a year it would only be £50, and the 400 tons may be sold in half that time. You charge interest at 10/. how do you expect to get such a high rate, and profit too? You get the money back for half the cargo

in a little over six months. The waste is doubtful when coal is quickly sold. Some cargoes turn out a surplus. By my calculation you will probably in 12 months get back £1000 for an outlay of £ 830, probably with a contract in for less than that time. Slots however, upon the question of profit in this matter as not the whole advantage. A contract will bring ships here. They never come without having money. If they come the place becomes better known, when better known as a coaling station the fortification scheme may be revived. The days of high prices and great profits are past, with coal at 25/6 on the West Coast and 40/- in Montevideo ships will not call here for the purpose of coaling, the difference in price is too great, and we must be content to pick up such chance ships as cannot help themselves. If we can only make a beginning the coal will be fast times ours; even now it is an open question whether it pays the Steamers C. to steam out straight for the sake of bringing

coal to the Malvinas. We shall get back the Pacific ships driven away by bad coal and high prices. I feel much interest in this matter, and sincerely hope the Directors will at last consent to the contract. If you do not make the contract with Mr Collett, but the Directors authorise me to conclude one on the basis of my letter to Captain Bowden Smith please telegraph Forrest, and I will ask Mr Humphreys to inform the Senior Officer: this will save a mail.

21. I may here acknowledge your two letters of 1st and 2nd Feb, which call for no special reply, being chiefly on the coaling question.

22. I have received from Mr Humphreys the following telegram:— Fictionist Carlo Seemann arranges Emil Flamina Chiea Coals Timber: for Flamina Incas Famine, though the name of the vessel should have been perfect. Capt Seemann says he is ready to advance the money on

Bottomry: I am not quite satisfied about this, but await advice.

23. Some time ago I sent you a drawing of the tank at Goolgee which I asked you to return: please do so.

24. I omitted to say that the Sabhanah's cargo was a good deal knocked about, and some of the cases of spirits broached: the present cargo has been received in good order.

25. Mr. Baillon pitches his wool insured against all risks for £700

26. By an unfortunate oversight Mr. Waldron's bill was left out of the last despatch.

27. I regret to say that I was unable to obtain a settlement of the damage done to the Devonnes by the Firefly, please impress the owners.

28. The Nowshi blocks are unfortunately completely worn out; I have ordered a new set in the indent.

29. I shall be obliged if you will obtain for me a copy of the

Board of Trade pictures in respect of Bush and Salvage, published by Lyle and Spottiswood, and of the Mercantile Navy List.

3. As Mr Langden's engagement with the Company terminates in Nov: next, I have decided to allow him to leave six months earlier, he was, in part, entitled to a passage back and of five years, and has now served 6/12. The Directors will, I think, send him out again before the end of the year, as he does not wish to remain at home. He must both be here in January, and as soon as the year's accounts are completed I propose to go home for my half-time survey as per agreement. my four years ex-piring in November next. I can manage the work in the dead season which is coming on pretty much at any other time I could not be spared both offices. I have duly

considered this matter, and come to the conclusion that this is the best, - in fact the only arrangement I can make, unless Dept. Mr. Simpson has until February or March 1885.

31. I have had a heavy day's work, and now conclude at 10.15 p.m., having been at the office since 7 a.m.; I trust I may be excused for any omissions from a hastily expressions in this very hurriedly written despatch.

I am. Sir.
your obedient servant
Edward Love.
Manager.

Enclosures.

Dep No 354
" fol 4 back 1 book
1st a No 603 for £1200. 4 3
2nd " " 603
Copy correspondence on May 1884 re
" re boat contract
'Inverness' boat cost at Stanley
Indent No 15 & dep No 14
Dep returned
Statement
Shipping report

356

H.M.S. Thetis. 19th April 3.

Sir,

This vessel has at last arrived and leaves with the convicts on the 21st We have the supply of provisions, in consequence of my having written to the Captains at Sandy Point; but she has 120 tons of coal on board, enough to carry her to the next contract port, and therefore will take none here, although Dean offered his at Sucesa at 45/.

2. As there will probably be more wool than the Memphis will carry, Captain Seamans will telegraph to Valparaiso that there will be enough to make it worth while for the Ramee to call on her homeward voyage.

3. Among the enclosures in despatch 620 is a statement of

J. Coleman Esq.
Secretary
Admiralty.

wool, weights, proceeds sheep shorn &c.
Why it was sent I cannot imagine,
for it conveys no new information
to me, and it is so ludicrously
incorrect as to be valueless for
any purpose. In only two cases
are the numbers of sheep in any
way correct, and in one of these
the wool of one year is assigned
to the shearing account of the
previous one. In 1878 the sheep
are understated to the enormous
number of 11500; the next year
there is a discrepancy of 11980.
The wool of 1877 is entered as
4140 cwt., the nett weight as 1 year
and 61 Hönig, if the accounts
sales were correct, was 3413 cwt.
The compiler is faulty in his long
divisions; four sums out of the five
averages are miscalculated. It
cannot be said that this extra-
ordinary statement is based on

wrong information from this side, for the press copies kept here show that the sheep accounts were correctly rendered each year. If the Directors have to form their opinions upon statements of this sort, it is hardly to be wondered at if at times they feel a little bewildered. A correction is enclosed.

4. No account of the sale of the Spinola chronometer which went in the Cordova has been received, although the proceeds of the Vicar which went long after have appeared in the accounts.

5. A quantity of wines was sent in the Cordova to be pedyed and returned, but nothing has been heard of it.

6. I am leaving for the Camp today.

I am, Sir,
your obedient servant
Fredk. E. Lowe.
Manager.

Enclosures.

Dupl. No 355
" Cable to Coleman
" Correspondence re Lamb
" Indent
" Statement
" Copy of letters re Coal Contract
2nd Ex No 693
Average Weight of Wool 1877/82
Navy Bill if in time
Indent No 16.

357.

Memphis. 3rd May. 5.

Sir,

My last despatch went via Montevideo per A.M.S. Thetis, since writing which I have been in the Camp.

2. I cannot say until the steamer comes in what cargo I shall ship; but I have on hand 965 bales wool and 98 bales Shee peking, and as Captain Seemans was only able to order room for 600 bales probably some will be shut out, and the Ramses will be telegraphed for.

3. I find that it will be necessary to provide the Flora with a new suit of sails immediately you have the draft, and I think they should be ordered from Lapthorn whose sails always wear so well.

J. Coleman, Esq.
Secretary
London

A drafs has been sent from Darwin which I enclose, but the original one is in existence is more to be relied upon.

4. Following up my previous orders in the matter of lambing next season I arranged with Patterson to put in my available ewes to the ram and by the enclosed account it will be seen that the breeding stock at both Alice and Darwin has been materially increased, so that the next lambing return will be more favourable. With this object in view Patterson has been very sparing with the stock for Gascoyne; some of the ewes intended to be killed this year I season having been allowed to go back and breed another lamb, so that the total

killed down will not come up to last year's numbers. Looking forward to the fact that boiling down is only profitable in the case of old sheep, or when it has to be done to prevent overcrowding it is no matter for regret to find that the fencing lately erected has enormously increased the pasturage available, that we are able to keep alive for the purpose of breeding and of growing wool a larger number that we could before: we may be said in fact, to "reckon four pieces counter", and any falling off in tallow will be amply compensated for by the increase of wool and lambs next season.

5. At the recent dipping just completed at South Alice there were 157 cases of scab in 4564 S, at Bachelor Creek none at Darwin Harbour none, except

three spans in the Canberra block
on Mr Bonnie's boundary: these
have all been especially and
carefully tested. The occurrence
of isolated cases on the boundary
with an unclean neighbour proves
the necessity of fencing him
off, as soon as it can be done.
The pipes from Queen Street to
Island Harbour having been
completed by Captain Parke and
that from Fitzroy to the same
place being now in course of
erection, I propose next spring
to arrange with Mr. Bonnie
to put a fence up at joint expense.

6. The Goodlynes
works have been running
smoothly this season, and the
Company shall be finished
today or tomorrow, after which
about 1000 workers are to be
boiled down on account of
Smith & Cameron.

7. 8th May. The Wave Queen arrived on the 4th about 9 a.m. and the Dennis Brandt five hours later. Eight rams and ten ewes arrived alive, two of the former having been killed by a sea. Eight of the ewes are expected to lamb, and they are being very carefully tended by Ferguson in the stable.

8. The Memphis has arrived this morning, and as usual is disappointing both as regards passengers and cargo. Captain Parks, Mr. Langdon and family. Mr. & Mrs G. Cobb and others are going, and all but one have to take second class passage. I was promised room for 600 bales wool, and have ready 790 of wool and skins besides 322 in the Malvinas

and I am informed that the Memphis will only take that out of the Alabama. Accordingly I have had my part of the cargo ready-long since. The next steamer is to call, but she may not carry all, so I have told Capt. Seaman that I shall expect him to ship as best I can. Would it be impossible to get those enterprising people transport aid Govt. to make a start here? Even though a number of people only use the Roman steamers as far as Montevideo the passage money would be between £200 and £300 last year, and with better steamers and better accommodations more ocean passages would be taken. The present state of things is unsatisfactory in the extreme, and the fact is becoming apparent that the wants of the Islands are more than this line can supply. Yours &c.

Langdon by Royal Mail. leaving Monte tides this day week, and enclose statement showing a clear gain of more than £20.

9. I send copy of correspondence about statements of the Colonial expenditure, which by the rules of the service ought to be published besides which the Govt promised last June that he would bring the estimates before the Council. A memorial on the subject will go round the Falklands.

10. Mr Blake wishes the wool pressed for £4000, half from Shallow Bay, half from Hill Cove.

11. Referring to shipyards I have to draw your attention to the following:-

Leaving or left	To be replaced by
Milne	Bethune
Wallace	Peck
Campbell	Armstrong
Maxwell	Gleadell
Hewitt	Cartwell
Kalistos	Hyman
Ellis	Fergusson
A. Wilson	D. Fraser
W. Wilson	Chanteris
Lyle Friol	Miller
	J. Scott

12. I have received your despatches 621 and 622 of 13th and 27th March.

13. 622 – 3. I should advise £2000 being covered on each sled. as although the quantity shipped at Walker Creek is limited here, it is usually left till after the Darwin wool has been shipped.

14. Par. 4. I need write no more about coals; but may mention that the short visit of the Thetis the other day brought in over £100 in meat stores, confirming my opinion that there profit on the coals is a secondary consideration. I have no doubt you are right after all in what you say about outside steamers. though it does seem somewhat odd to contract with them at 46/. and refuse to supply the Admiralty under 60/.

15. Par. 5. I will send dimensions and particulars of a press neat mail, though the delay in getting it sent out to the station and setup would detract from its usefulness.

16. Par. 6. I am pleased to see the result of the Merino crossing the Polled Merinos having served this South Otago section for two years are this season put to the Downin Ewes, the rams going round the sections in rotation. I may be able by next mail to enlarge on this subject; at present I am very fully engaged. I can find no record of wether and ewe being together, and should like to know the number of the holes.

17. Par. 7. The information asked for about land tax &c. shall be supplied next opportunity.

18. Jas. S. I gave orders some years ago that hides should be resalted, and thought they had been sent home in better condition of late; this shall be attended to, and the cattle stock shall be sent next mail.

19 Kelway is second under Mr. Lankester, has worked for the Company for years, in fact since he was a boy, carried on Banker's duties for more than six months; has some knowledge of machinery, having been under Martin, was fireman several seasons at Goose Green, drives the Engine on board the Egeria, and is going to learn how to drive the launch from Mr. Seaman Chief Engineer of the Malvinas; he was always paid through extra wages, but being so indispensable I have added him to the regular list. Deposits are all now at 2½ %, at which rate I understood the Directors were satisfied to retain them.

20. I should have finished
par. 11 by saying that I think you
will send the four shepherds asked
for, or others in their places.

21. I have to request you
to pay Mr. George Cobb what money
he wants while in England, the Lively
Island farm and account being in a
healthy condition.

22. Mr. Bonner pitches for a
wool press as per enclosed details. Mr.
Langdon will explain about the bales.

23. John Cameron was going
this mail, but cannot get a berth. He
will return as Mr. Menzies and Bellamy
did.

24. I have had offers of prize
by the Queen but consider it better
to keep faith with the Norman Co.
notwithstanding their want of it.

25. It is just impossible that
Capt. Drake may pay £75 to avoid
going to Damin: he has offered £50
which I decline. I am, Sir,
your obedient servant,

Fredk. Cobb.
Manager.

Enclosures.

Invp. no 335
Disp " 336
" Acct. Wool weights
" Indent no. 16
Journal. Cash book Vouchers March
Cash book Vouchers April
Ledger balances 31 March
Sample of silk paper
2nd Ex £ 327. 16/.
" No. 6014
Cobb & Colonial Sec. 2nd & 4th May
Col. Sec. to Cobb 3rd & 5th.
Townsend's acct for Bullion's inst.
Draft of Flora's sails
Summary of Whale-shipping acct 1847/3
A/c. of wool and skins that should have gone per Memphis. Co's
Lovely and Spurrell
Shipping Report
Statement on account
Particulars of Ramsi's pass
Indent no 17.